REGISTERED No. 1—1875.

The Bombay Gazette.

No. 8,093.—New Series. BOMBAY :—WEDNESDAY, JANUARY 13, 1875.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
Half-yearly	29	Half-yearly	35
Quarterly	16	Quarterly	26
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy.......... 4 As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion ....Rs. 5 0
Second do. .... „ 2 8
Third do. .... „ 2 8
Fourth and succeeding insertions ... „ 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion.......... 8 As. per Line.
Second do. .... 4½ „ „
Third and succeeding .... 2½ „ „
In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows :—

Not exceeding three lines..........Re. 1 0
Each succeeding line.......... „ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences : Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

NOTICE.—From the 1st January 1875 the BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) have made a REDUCTION of nearly 20 per cent. on their passage rates, and Grant RETURN TICKETS, available for 6 MONTHS, at a still further reduction.

W. NICOL & Co., Agents.

Bombay, 8th January 1875.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers and Cargo, every week.

The Steam Ship "ASSYRIA," 1,494 Tons, 200 H. P., Commander C. Hearman, will be despatched on SATURDAY the 16th January 1875, at 4 P.M.

January 1875.		January 1875.	
Leave BOMBAY	16	Leaves Tuticorin	24
„ Rutnagherce	17	„ Colombo	25
„ Vingorla	17	„ Galle	26
„ Goa	18	„ Negapatam	29
„ Carwar	18	„ Madras	
„ Mangalore	19	„ Coconada ... Feb.	2
„ Cannanore	20	„ Vizagapatam	3
„ Tellicherry	20	„ Bimlipatam	3
„ Calicut	21	„ Calingapatam	4
„ Beypore	21	„ Gopalpore	4
„ Cochin	22	„ False Point	5
„ Alleppy	22	Arrives at CALCUTTA	7

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tjilatjap, Palembang, Pontianak, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. PENANG, 698 Tons, 120 H. P., Commander J. Avern, will be despatched on FRIDAY, the 15th January 1875, at 4 P.M.

January 1875.		February 1875.	
Leave BOMBAY	15	Leave BUSREH	3
„ Kurrachee	19	„ Mahomerah	3
„ Guadur	20	„ Fao	3
„ Muscat	22	„ Bushire	5
„ Bunder Abbas	24	„ Linga	10
„ Linga	26	„ Bunder Abbas	12
„ Baharien	27	„ Muscat	14
„ Bushire	28	„ Guadur	16
„ Fao	30	„ Kurrachee	19
„ Mahomerah	30	Arrive BOMBAY	22
Arrive BUSREH	31		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. PENANG, 698 Tons, 120 H. P., Commander J. Avern, will be despatched on FRIDAY, the 15th January 1875, at 4 P.M.

The s.s. INDIA, 1,060 Tons, 200 H. P., Commander J. Henderson, will be despatched on MONDAY, the 18th January 1875, at 2 P.M., calling at Verawal, Pore Bunder and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR COAST.

THE well-known and fast sailing New Steamer PHLOX, Commander W. Pead, will leave on FRIDAY, the 15th January 1875, at 5 P.M., for undernoted Ports :—Hurnee, Rutnagherry, Jythapoor, Malvan, Vingorla and Goa, Panjim.

For Passage or Freight apply to the Undersigned, at his Office, Bazaar Gate Street, No. 99, in the house of ROWJEE POOPCHUND DARBAR, opposite to Maneckchund Lukhmeechund, and also at his other Office at Burdan Ghullee, out of Fort.

RAMDASS KHAIPAR.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 9th and 24th, and BOMBAY on the 1st and 15th *of each month.*

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.	
To Aden	£22	£15	Including Wines.	£4	Without food.
Suez	36	22		8	
Port Said	38	24		9	
Messina	50	34		14	
Naples	50	34		14	
Leghorn	50	34		14	
Genoa	50	34		14	
Marseilles	52	35		14-10	

Children under 8 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMERS FROM BOMBAY :—

"AUSTRALIA," to sail about the end of January 1875.
"ARABIA," to sail on MONDAY, 1st February 1875.
"ASIA," to sail on MONDAY, 15th February 1875.
"INDIA," to sail on MONDAY, 1st March, 1875.
"ASSIRIA," to sail on MONDAY, 15th March, 1875.
"PERSIA," to sail on THURSDAY, 1st April, 1875.
"BATAVIA," to sail about the middle of April 1875.

All Steamers of this Company have large First and Second Class accommodation.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1875.

STEAM TO LIVERPOOL.
VIA SUEZ CANAL.

THE fine Screw Steamer "PALESTINE," 2867 Tons, will be despatched from BOMBAY on or about the 20th January 1875.

She has superior accommodation for 25 Passengers and is a very fast Steamer. For Passage apply to

KING, KING & Co.,
4, Church Lane, Bombay.

FOR LIVERPOOL.
TO SAIL ABOUT 31st JANUARY.

THE S.S. ATALANTA, 2,300 Tons, J. C. Shaw, Commander.

This well known and favorite Passenger Steamer has just been refitted with entire new Engines, Boilers, &c.

The Saloon and Cabins which are amidship have been enlarged and are fitted up with every modern convenience and comfort, for 60 First-class Passengers.

FARE TO LIVERPOOL, Rs. 450.

For Passages only, apply to

JOHNSON & Co.,
Nesbit Lane, Fort. Ship-Brokers.

Note.—The ATALANTA lies opposite Apollo Bunder, and intending Passengers are invited to inspect her accommodation.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched with H. M.'s Mails as follows :—

	Tons.	H.P.	
S.S. BANGALORE,	2,063	500	Jan. 18th to Southampton.
S.S. LOMBARDY,	2,723	450	„ 25th to Suez, &c.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the Steamers proceed direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by Rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 29th December 1874.

PENINSULAR AND ORIENTAL COMPANY.

SAILINGS FOR THE HOMEWARD SEASON OF 1875.

THE following or other first class Vessels will be despatched for EUROPE during the months of FEBRUARY and MARCH.

	Captain.	Tons.	H.P.	Feb.
THIBET	C. H. Eastly	2593	400	1st—Southampton via Canal.
HINDOSTAN	N. Roskell, R.N.R.	3113	600	8th—Suez for Brindisi & Venice.
KHIVA	J. D. Gaby	2609	450	15th—Southampton via Canal.
ZAMBESI	G. F. Cates	2421	370	22d—Suez for Brindisi & Venice.
				March.
AUSTRALIA	J. S. Murray	3648	600	1st—Southampton via Canal.
VENETIA	W. C. Angove	2726	450	8th—Suez for Brindisi & Venice.
INDUS	N. Stewart, R.N.R.	3478	500	15th—Southampton via Canal.
TEHERAN	A. H. Johnson	2589	400	22d—Suez for Brindisi & Venice.
SURAT	G. C. Burne	3142	530	29th—Southampton via Canal.

GEORGE F. HENRY.
Bombay, 23rd December 1874. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 26th Jan. 1875, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. SUNDER, (1,682 tons and 300 H.P.) Captain J. C. Badot, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 23rd Jan. 1875.

GEORGE F. HENRY, Superintendent.

Bombay, 12th January 1875.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

THE s.s. PALERMO 1,230 Tons, will be despatched about 25th February. She has accommodation for a limited number of First Class passengers.

To be followed about 10th March by the magnificent new steamer HINDOO, 2,565 tons, with excellent accommodation, specially adapted for the Indian Trade, and expected to make the passage under 30 days.

Both steamers will carry a Surgeon and Stewardess.

RATE OF PASSAGE MONEY Rs. 500.

exclusive of Wines, &c., which can be procured on board.

For passage and further particulars, apply to

GRINDLAY GROOM & Co., Passenger Agents.
W. NICOL & Co., Consignees.

Bombay, 7th January, 1875.

LIVERPOOL VIA SUEZ CANAL.

THE First-class Steamer COLOMBO, 100 A1, at Lloyds, 1,948 Tons Register, 1,000 Horse Power, effective, Thomas McNabb, Commander (who has been long and favorably known in the East India trade) will be despatched about the 29th JANUARY. She is specially designed and built for the East India trade; has exceptionally good accommodation for a limited number of First-class Passengers, the Cabins being in a house on deck thoroughly ventilated and provided with every requirement for comfort. She carries a Surgeon and Stewardess.

RATE OF PASSAGE MONEY, including Railway Fare to any part of Great Britain or Ireland } Rs. 500

but exclusive of WINES and LIQUORS, which can be had on board, at moderate rates.

For Passage and further particulars, apply to

GRINDLAY, GROOM & Co.
or SIR CHARLES FORBES & Co.

Bombay, 9th January 1875.

STEAM TO CARWAR AND COAST.

Every Tuesday, until further Notice.

THE well-known and fast sailing Steamer PEARL, C. Doert, Commander, will leave for undermentioned ports on TUESDAY next, the 19th January, at 4 P.M., from the Apollo Bunder :—

Hurnee. Vingorla.
Rutnagherry. Goa Panjim.
Jeytapore. Carwar.
Malwan.

For Freight or Passage apply to the Undersigned.

DADABHOY JAMSETJEE, Agent.

No. 14, Medows Street.

SALES BY AUCTION

JEHANGEER HORMUSJEE & COMPANY, No. 12, APOLLO STREET, FORT.

THIS DAY WEDNESDAY, the 13th inst., at 1 P.M., Messrs. JEHANGEER HORMUSJEE and Co. will sell by Public Auction, at their Rooms, the following varieties of sundries and furniture, viz. :—

Plated ware consisting of tea sets, bread baskets, vegetable dishes, cruet frames, pickle frames, salt cellars, perfume vaporizer.

1 case of Toys of various sorts, consisting of dolls of sizes, lions, cats, donkeys, drums, and many other sorts.

Sundries consisting of telescopes, mirror stands, day and night powerful opera glasses, accordians, table argand lamps, wooden bread plates with bread knives, foot tubs and water cans, police lanterns, stockings, Brussels carpets, papiermache inkstands and fancy trays, 1 large size China screen, &c.

Few dozen superior Japan skins.

1 case of superior and nicely polished cutlery by Atkinson and Brothers.

Few bales of Hessians.

A few lots of furniture consisting of blackwood carved chiffoniers, large and small size drawing-roomj tables, pier tables, lady's writing desk, wardrobes, whatnot, foot stools, black wood carved tea poys, China tea poys, camp cots, cradles, &c.

Also a quantity of grey and coloured piece goods, such as grey shirtings, madapollams, jacconets, prints, dhoties, chintz, &c.

JEHANGEER HORMUSJEE & Co.

Bombay, 13th January 1875.

SADANUND SHRICRISTNAJEE AND CO.

SALE OF VALUABLE LANDED PROPERTY AT PARSEE BAZAAR STREET, FORT.

On MONDAY, the 18th instant, Messrs. S. SHRICRISTNAJEE and Co. will sell by Public Auction, on the premises, at 4 P.M., by order of Doctor Cursetjee Framjee Khory, Trustee and Administrator of the late Framjee Merwanjee Setna, deceased :

All that piece or parcel of Land or Ground with the messuage, tenement or dwelling-house or shop standing thereon, situated, lying and being at Parsee Bazaar Street within the Fort of Bombay, and assessed by the Assessor under No. 48, containing by admeasurement 173 7/9 square yards, be the same little more or less and bounded as follows : On or towards the East by the house of Framjee Dosabhoy Mama, on or towards the West by the said Parsee Bazaar Street, on or towards the North by the house of Manockjee Merwanjee Setna, and on or towards the South by the house of Furdoonjee Framjee Setna ; and the said property are now in the occupation of Framjee Bhicajee Sons.

For further particulars apply to the undersigned.

S. SHRICRISTNAJEE & Co.

Bombay, 12th January 1875.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

MORTON'S BEST BRANDY, PORT AND SHERRY.

Will be sold by Public Auction by Messrs. CRAWFORD & Co., at the Port Trust Bonded Warehouse, THIS DAY WEDNESDAY, the 13th day of January, at 3 p.m. on account of and at the risk of the first purchaser, P. A. C. Dundas, Esq., of Nusserabad ex. s.s. Bellona :—

7 Cases 21 Doz. Brandy No. 1.
3 „ 10 „ Do. No. 2.
4 „ 9½ „ Port 68'
4 „ 13 „ do 63'
1¼ Cask Sherry

The purchasers will have to pay the Customs and Town Duties and other charges.

SALE OF FRESH OILMANSTORES from the well-known and celebrated Purveyors, Crosse and Backwell, just landed ex s.s.

THIS DAY WEDNESDAY, the 13th inst., at 2 P.M., Messrs. CRAWFORD and Co. will submit to public auction, at their rooms, an invoice of fresh oilmanstores, consisting of assorted pickles, mushroom and walnut catsup, Harvey sauce, raspberry vinegar, essence of anchovies assorted syrup, assorted Essences, Fresh Salmon, Jordon Almond, Herring a la Sardine, Blackwall white Bait, Asparagus, Vegetable, Currants, Muscatels, Fruits in Syrup, Salad Oil, white wine and malt Vinegar, Durham mustard, tapioca, assorted tart fruits, (1 lb. tins), assorted jams, Oxford and Bologna sausages, red herrings, assorted soups, Yarmouth bloaters, kippered herring, green peas, Lancashire stewed and preserved mushrooms Milton oysters, potted meat, Irish and Wilts ire bacon, Cheddar and Berkley cheese, Worcestershire sauce, &c.

Cases Dr. Wime's Hair Powder.
„ Napoleon Price's Hair Powder.

SALE OF SUPERIOR MOULMEIN TEAK BOARDS, AND SCANTLINGS AND TONGUED AND GROOVED BOARDS.

On SATURDAY next, the 16th instant, at 3 P.M., Messrs. CRAWFORD and Co., will sell by Public Auction at the Mazagon Darookhana.

About 100 Tons Teakwood Boards and scantlings of various length and sizes.

Also 6 Tons of Tongued and Grooved Board 4 by 1 1/5 in size and very suitable for flooring purposes.

The above will be sold in small convenient lots to suit the requirements of purchasers.

AUCTION SALE of Handsome Household Furniture, Plated, Glass and Porcelainwares at a Bungalow on the Falkland Road near Tardeo.

On TUESDAY the 19th day of January instant, sale commencing at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction at a Bungalow on the Falkland Road near Tardeo the household furniture, &c., of L. Tomlinson, Esq., full particulars whereof will appear hereafter. The furniture will be on view three days before the day of sale.

CRAWFORD & Co.

Bombay, 13th January 1875.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDAS & CO., 40, MEADOW STREET.

THIS DAY, WEDNESDAY, the 13th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P. M., at their Rooms, Meadow Street, No. 40—

2 Cases Turbans, 3 cases Dhoties, 5 bales T Cloth, 4 cases Sarries, 3 cases Cutlery, 5 cases Colored Paper 45 by 4½.

NUSSERWANJEE, CULLIANDAS & Co.

Bombay, 13th January 1875.

MEHRJEE, JOHNSTON & CO.

AUCTION SALE of valuable Cultivated Land or Ground, situate in the Sub-district and Tallooka Bhewndy, Zillah Tanna, in the Island of Salsette.

On TUESDAY the 19th instant, at 3 P.M. Messrs. MEHRJEE JOHNSTON & Co. will sell by Public Auction at their Sale Room, No. 28, Apollo Street, by order of Henry Gamble, Esq., Official Assignee, and Assignee of the Estate of Wamon Bulwunt Josey an Insolvent ; with the consent of the Mortgagees. The Land Mortgage Bank of India, Limited, the following :—

Lot No. 1.—All that piece or parcel of cultivated land or ground, bearing survey No. 37, and subdivision No. 1, containing by admeasurement about 89 acres and 12 goontas, situate in the village of Kussowlee and bounded on the east by the boundary of the village, of Poorna, on the South by the boundary of the village of Goondowlee, on the west by land bearing survey No 97 called Goorcharam, and on the north by land bearing survey Nos. 36, 38, 39 and 40, belonging to Raghoo Bapootaria.

Lot No. 2.—All that piece or parcel of cultivated land or ground, bearing survey No. 150, and subdivision No. 1, containing by admeasurement about 119 acres and 16 goontas ; situate in the village of Poorna, and bounded on the east by land bearing survey No. 106, 107, 108 and 109, belonging to Moonder Patell, on the south by the village boundary of Kussowlee, on the west by the village boundary of Callar, and on the north by survey No. 6, 7, 8, 9 and 10, belonging Govind Shamjee, and by survey Nos. 119, 120, and 121 belonging to Balla Pateil.

Lot No. 3.—All that piece or parcel of cultivated land or ground survey No. 9 and subdivision No 1, containing by admeasurement about 26 and one fourth goontas, situate in the village of Gondowlee, and bounded on the east by survey No. 8, belonging to the said Moonder Patell, and on the south, west and north by salt water Creek.

Lot No. 4.—All that piece or parcel of cultivated land or ground, survey No. 10, and sub-division No. 1, containing by admeasurement about 2 acres and 33 goontas, situate in the village of Goondowlee, and bounded on the south and east by the said creek, on the west by the boundary of the village of Kussowlee, and on the north by survey No. 11, being the piece or parcel of land next hereinafter described.

Lot No. 5.—All that piece or parcel of cultivated land or ground survey No. 11, sub-division No. 1, containing by admeasurement about 2 acres and 25 and three-fourths goontas, situate in the said village of Goondowlee, and bounded on the east and north by the said Creek, on the south by the piece or parcel of land lastly here-in-before described, and on the west by the boundary of the village of Kussowlee.

Lot No 6.—All that piece or parcel of cultivated land or ground, survey No. 290, sub-division No. 1, containing by admeasurement about 5 acres and 28 and three-fourth goontas, situate in the village of Callar, and bounded on the east by the boundary of the village of Poorna, on the south by the boundary of the village of Kussowlee, on the west by survey No. 2·6-2 8 and 291, belonging to Khundoo Patell, and on the north by land part of survey No. 290, belonging to Government.

For further particulars and conditions of sale, apply to the Undersigned, or to the Official Assignee, High Court.

MEHRJEE, JOHNSTON & Co.

Bombay, 13th January 1875.

NEW ADVERTISEMENTS.

CHEAP PASSENGERS TO LIVERPOOL, OR INTERMEDIATE PORTS.

THE First-class Steamer BLENHEIM, 2021 Tons Register, leaving about 25th instant, has comfortable accommodation for a limited number of Cabin Passengers.

Cheap Passages can be arranged by applying to

McCULLOCK BROWNE & Co., Agents.

NOTICE.—Captain A. VAN NORDON of the Ship STUART HAHNEMANN, will not be RESPONSIBLE for any DEBT Contracted by his CREW while the ship is in harbour, or for European General Hospital Expenses unless by his written order.

A. VAN NORDON, Master,
Ship Stuart Hahnemann.

NOTICE.—HOLKAR STATE RAILWAY.

The extension of the Holkar State Railway from MORTUKKA to CHORUL CHOWKI (2½ Miles) will be OPENED for Passenger and Goods Traffic on the 20th January 1875. Passenger Trains will run as follows :—

Khundwa	dep.	5-20 A.M.	Chorul Chowki	dep.	2-30 P.M.
Chorul Chowki	arr.	10-20 A.M.	Khundwa	arr.	7-20 P.M.

The Trains will be altered to suit the alteration in the G. I. P. Railway Mails early in February.

For further particulars see Time Bills.

CHARLES CHEYNE, Engineer-in-Chief,
Holkar State Railway.

PATENT EXTRACT
FOR PREPARING
LIEBIG'S MILK.

This Extract forms, when dissolved according to the directions given, a Milk, possessing in exactly the same degree, the nutritive properties of the natural nourishment.

Mothers who cannot nurse their Infants will find the Extract invaluable. Its excellence and trustworthiness have been confirmed beyond doubt by the testimony of eminent medical men in this Presidency, and are daily borne witness to by those interested in the nurture of Infants.

The Milk can be prepared in a few minutes, and requires no straining.

SOLE AGENTS,
D. S. KEMP & CO.

KINLOCH'S WINES, CATALAN, &c.

Stocks of these are again replenished, and we have to offer the following, which, we do not hesitate to say, cannot be surpassed in this market :—

	Per dozen Rs.
SHERRY—Reform	15
„ Virgin	17
„ Diamond	21
„ Amontillado	28
PORT—Double Diamond	22
CATALAN—White	15
„ Red	15
CLARET—St. Julien	21
HOCK—Rudesheim	23
„ Nierstein	19
CHABLIS—Superior	18
CHAMPAGNE—Quarts	32
„ Pints	17
MOSELLE—Quarts	30
„ Pints	16
BRANDY—Royal Cognac	19
„ Raynard's	27
WHISKEY—Fine Old Irish	24

D. S. KEMP & CO.,
SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE, a D. B. C. F. GUN by a good maker. It is brass and has cartridge loading and re-capping machines and some ammunition.

DR. J. COLLIS BROWNE'S CHLORODYNE IS THE ORIGINAL AND ONLY GENUINE.

The Public are CAUTIONED against the unfounded statement, frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been published. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, while medical men extol its virtues most extensively, using it in great quantities in the following diseases :—Cholera, Dysentery, Diarrhoea, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J.T. Davenport, that he had received information to the effect that the only remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Medical Times*, Jan. 12, 1866.—"CHLORODYNE is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer.—J. T. DAVENPORT, 33, GREAT RUSSELL ST., BLOOMSBURY, LONDON.

Sold in Bottles at 1s. 1½d., and 2s. 9d., 4s. 6d.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

WILKINSON'S BRONCHIO-THORACIC LOZENGE.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

WHITMORE'S STOMACHIC AND LIVER PILLS.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street London.

BOMBAY :

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort. Poona.

And of the principal Firms in India and the Colonies

NOTICES.

THE BOMBAY SUGAR REFINERY COMPANY, Limited, has been formed in Shares of 150 each, with an influential Board of Directors. Prospectuses and full particulars may be obtained from the Secretary, 23, Apollo Street, Bombay. Applications for Shares should be made at an early date.

ALL PERSONS having CLAIMS against, or being INDEBTED to, the Estate of the late Colonel T. JAMES, C.B., Controller Military Accounts, Calcutta, are requested to communicate with the Undersigned, before 30th January 1875, after which date no claims will be attended to.

ARTHUR ELDERTON, Lieut.-Colonel,
President Committee of Adjustment.

Officers' Quarters, Alipoor, Calcutta, 28th Dec. 1874.

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED 1824.

CAPITAL, ONE MILLION STERLING.

The Undersigned have been appointed AGENTS of the Manchester Fire Assurance Company, and are prepared to issue Policies upon Houses, Mills, and other Buildings, Household Furniture, Merchandize, Shipping, &c.

GADDUM & Co., Agents in Bombay.

NOTICE is hereby given, that the INTEREST and RESPONSIBILITY of TYABKHAN ALLIBHOY in the Firm hitherto carried on by us the Undersigned in Copartnership with him, under the Name, Style, and Firm of HEPTOOLA ALLYBHOY & Co. CEASED and DETERMINED on the 10th day of Bhadurvah Sood, Sumvat year 1930 (21st September, 1874) and that the business of the said Firm of Heptoola Allybhoy and Co. from the 1st day of Kartuck Sood, Sumvat year 1931 (10th November, 1874) has been and will continue to be CARRIED on by the Undersigned under the Name and Firm of HEPTOOLA SHAIK ADUM and Co.

શેખ આદમ નુરદીન.
i.e. SHAIK ADUM NOORDIN.
આ૦ હેપતુલા શાલેભાઈની શઈ દા૦ આ૦ હબીબુ
લા શાલેભાઈ એધનીના પવરથી.
i.e. HEPTOOLA SALAYBHOY by his Attorney
HABIBOOLA SALAYBHOY.
હેપતુલા નુરદીન.
i.e. HEPTOOLA NOORDIN.
શા મથુરાદાશ રાંમદાશ.
i.e. SHA MATHOORADASS RAMDASS.

NOTICE SEALED TENDERS will be received by the Marine Storekeeper at the Bombay Dockyard, up to 12 o'clock of the 18th January 1875, for the SUPPLY by CONTRACT, specified in the Schedules for one year from 1st April 1875 to 31st March 1876.

Tenders to be Superscribed, "Tenders for the supply of Miscellaneous Articles."

Tenders will not be received after the hour named

Tenders must show a rate for each and every article comprised therein.

Parties may tender for one or as many Complete Classes as they please, but not for a portion of a class.

Each Tender before being opened, must be accompanied with the requisite deposit in cash.

Each Tenderer must produce with his Tender, Samples of the principal Stores for which he tenders, such as Canvas by the Bolt, Rope by the Coil, Paint by the Keg, Oil by the Tin, Tallow by the Pound.

The names of the manufacturers of each sample must be mentioned, which must be equal to the Government Samples, otherwise the Tender will be rejected irrespective of price.

Persons desirous of undertaking the Contract, can obtain on application at this Office, printed Forms of Tenders, Schedules of the articles to be supplied, and any further information they may require in connection with the Contract.

G. O. B. CAREW, Marine Storekeeper.

Marine Storekeeper's Office Bombay, 18th December 1874.

GREAT INDIAN PENINSULA RAILWAY.

BOARDS.

TENDERS are invited for any or all of the following, viz. :—

100 tons of best MOULMEIN TEAK LINING BOARDS 8 ft. 6in and upwards in length, by 6 inches wide by 1 inch thick.

150 tons best CALICUT BENTEAK BOARDS 8 ft. 0 in long by 6 to 12 inches wide by 2in thick.

50 tons of do. do. 8 ft. 9in long by 6 at 12 inches wide by 2in thick.

To be delivered within 3 months from date of acceptance of Tender.

The Boards to be of best quality, sawn exact to sizes from well Seasoned Timber, in good and sound condition free from all defects and subject to the approval of the Locomotive Superintendent.

Sealed Tenders endorsed "Tender for Boards" and which must specify the rate per load of 50 cubic feet will be received by the Agent at the Company's Offices Elphinstone Circle, Bombay, up to noon on WEDNESDAY the 13th January next after which hour no Tender will be received.

No notice will be taken of any Tender unless accompanied by a deposit of Rs. 1,000 in cash or Government paper as a guarantee of the good fath of the Tenderer.

Persons whose Tender shall be accepted will be required to enter into a contract and find security equal to 10 per cent. upon the estimated aggregate value of the Boards to be supplied by them.

The Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING, Storekeeper.

Storekeeper's Office, Byculla, 18th December 1874.

GREAT INDIAN PENINSULA RAILWAY.

CONTRACT FOR DELIVERY OF PARCELS IN BOMBAY AND AT BYCULLA.

TENDERS are hereby invited for a Contract for the delivery of Parcels brought by this Railway into Bombay and Byculla.

2. The Contractor will be required to deliver at any part of Bombay or Byculla, including Parel, Colaba, Malabar Hill, Breach Candy, Mazagon, and all other parts of Bombay, and Byculla all such Parcels as may be consigned to the Bombay or Byculla Stations for delivery by the Company ; and also to collect and pay over daily to the Company any money that he may be advised from time to time, is due upon such parcels.

3. For Parcels not delivered within five hours after they are handed to the Contractor for that purpose a fine of two Rupees per Parcel, for each three hours or part of three hours, that any Parcel or Parcels may remain undelivered, will have to be paid to the Company by the Contractor. But the Contractor will not be required to deliver any Parcels between the hours of nine P.M. and six A.M.

4. The Contractor will be held responsible for all claims, losses, or expenses, which the Company may incur, or be put to, by reason of delay in delivery, or loss, or damage, to any Parcel or Parcels that may have been handed to the Contractor.

5. The Contract to be from the First February next until the Thirtieth of November next, and to continue in force until the expiration of one month's notice to be given, on that date or at any subsequent time, by either the Company or the Contractor.

6. A deposit of One Thousand Rupees either in Cash or Government Securities, endorsed in favor of the Agent of the Company, to be lodged with the Agent before the work of the Contract commences and this deposit may be applied either wholly or in part, in payment of any losses or expenses which the Company may sustain or incur as provided in Clause Four : or the deposit will be forfeited to the Company if the work of the Contract is not properly performed.

7. The Contractor to be prepared to execute a formal Contract embodying these terms.

8. Tenders sealed up and marked on the outside "Tenders for Contract for Delivery of Parcels in Bombay and at Byculla," must be lodged at the Office of the Agent of the Company, Elphinstone Circle, Bombay, before twelve o'clock at noon, on Wednesday the Nineteenth day of January, instant.

9. The Agent does not bind himself to accept the lowest or any Tender.

HENRY CONDER.
General Traffic Manager.

Bombay, 11th January 1875.

BELVIDERE SCHOOL, NYNEE TAL.

REFEREES :

Rev. POPHAM BLYTH, M.A., Chaplain of Nynee Tal.
Major PERKINS, R.E., Superintending Engineer, Moradabad.
Colonel DODGSON, C.B., Delhi.
Colonel NAPPER, Cantonment Magistrate, Delhi.
Colonel MILLAR, Cantonment Magistrate, Jullundur.
Dr. HILSON, Civil Surgeon, Nynee Tal.

A Private School, limited to fifty Boys, who are prepared for the Examinations at Home and the Roorkee Engineering College.

Careful supervision and home comforts.

Peculiar advantages for delicate and backward Boys.

Terms for Boarders, including School Fees, Books, Stationery, and Laundress, from Rs. 35 per mensem.

The next Term commences February 15th, on which date arrangements will be made for bringing Pupils up from Moradabad

All travelling expenses must be defrayed by the parents or guardians.

A "Prospectus" and "Form of Admission" will be forwarded on application to the PRINCIPAL.

WE HAVE SEWING MACHINES,

MANUFACTURED BY
CHARLES RAYMOND.

Price Rs. 30 in Bombay, and Rs. 32 Up-country.

Carriage free to any part of India.

CAUTION.—Beware of the many inferior imitations. Jas. G. Weir who obtained these celebrated Genuine Machines for about 8 years, is NO LONGER SUPPLIED with them by the Inventor and Manufacturer,

Mr. CHARLES RAYMOND.

N. V. CURRANEE & Co., Sole Agents,
No. 6, Church Lane, Bombay.

Established 1751.

THE BEST ENGLISH WATCHES.

GOLDSMITHS' ALLIANCE, LIMITED,

(Late A. B. Savory & Sons),

WATCH AND CLOCK MAKERS,
11 & 12, CORNHILL, LONDON, ENGLAND.

Request the attention of purchasers to their celebrated Patent Lever Watches, which, being manufactured by themselves on the premises, are confidently recommended for accuracy and durability.

The following are specially adapted for India :—

PRICES OF SILVER WATCHES.

Patent Lever Watch, jewelled, enamel dial..........£ 4 14 0
Ditto, jewelled in 4 holes and capped.......... 6 6 0
In hunting cases, 10s. 6d. extra.

GOLD WATCHES (size for Ladies).

Patent Lever Watch, richly engraved case, gold dial, jewelled, &c. 12 12 0
Ditto, keyless, in plain or engine-turned case, jewelled in 6 holes.......... 21 0 0

GOLD WATCHES (size for Gentlemen).

Patent Lever Watch, jewelled in 6 holes, in plain or engine-turned case 18 18 0
Ditto, keyless, jewelled in 10 holes, in plain or engine-turned case 27 6 0
Gold Watches in hunting cases, £3 3s. extra.

A Warranty is given with each Watch.

Orders addressed to the GOLDSMITHS' ALLIANCE, LIMITED, 11 and 12, Cornhill, London, accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. EWART, LATHAM & Co., Bombay ;
Messrs. PARRY & Co., Madras ;
Messrs. COLVIN, COWIE, & Co., Calcutta ;
Messrs. GILLANDERS, ARBUTHNOT, & Co., Calcutta.

Pamphlet on Watches, gratis and post free, or on application to the above.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,
19, MEADOW STREET AND RAMPART ROW,
BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

SHERRIES IN WOOD.

THE demand for WINES in BULK has led us to increase our importations of the following Brands in Wood, with a view of still further meeting the requirements of Messes, Clubs, and Co-operative Societies.

The following are our quotations :—

WHITE SEAL, per quarter cask yielding about 13 dozen ....Rs. 156
YELLOW SEAL, ditto ditto .... „ 195
VINO DE PASTO, ditto ditto .... „ 195

or about Rs. 13 per dozen for a good Dinner Sherry.

VINO FINO, per quarter cask yielding about 13 dozen..........Rs. 234
VINO PURO, ditto ditto .... „ 260

or equal to Rs. 19 per dozen for a very pale, dry, and delicate Wine.

The Quarter Casks are most convenient for families, and a great saving is effected.

To Messes, Clubs, Co-operative Societies and Traders, a liberal discount allowed.

CUTTLER, PALMER & CO.,
BOMBAY.

NEW HATS AND HELMETS.

ASQUITH AND COMPANY

Invite attention to their "Superior Stock of Felt Hats,"
BY LINCOLN BENNETT, ELLWOOD, AND OTHER FIRST CLASS MANUFACTURERS,
Light, well finished, and will keep good Colour.

		Cash. Rs. a.	Credit. Rs. a.
High Flat Crowns, Brown and Black	Stiff	8 0	9 0
Medium High Flat Crowns, Black	Stiff	7 8	8 8
Medium, Round Crowns Black, Brown, Drab	Stiff	7 8	8 8
High Flat Crowns, Black, Brown, Drab very comfortable	Half Stiff	7 8	8 0
Round Crowns, Medium Height, Black Spring Brim	Half Stiff	7 8	8 8
Soft Felt "Tyroll," for Travellers, Extra quality		8 0	9 0
Tweed Hats, Lined Silk, for Travellers		5 0	6 0
Cashmere Caps		2 8	3 0
Tweed Caps		3 8	4 0
Travelling Caps (Ear Flaps)		4 8	5 0

	Cash. Rs. a.	Credit. Rs. a.
Dress Hats, specially made for A. and Co.; a very superior article	12 8	14 0
Tall Drab, very light	9 0	10 8
Lincoln Bennett and Co.'s Dress Hats	14 0	16 0
Lincoln Bennett and Co.'s Drab Hats	11 8	13 0
Deer Stalkers, for Early Morning wear, ventilated	11 8	13 0
Wide Brim Hunting Hats, Drab Felt, suitable for the Hills or Morning wear	8 8	9 8
A Special Shape for Ladies, Drab Felt, with easy fitting Silk Band	9 8	11 0
Pith Helmets, all shapes	5 0	5 12
Drab Felt Helmets, Double with Patent Inner Band	18 0	20 0

"A NEW INTRODUCTION."

	Cash. Rs. a.	Credit. Rs. a.
A. and Co.'s Shikar Hat, covered with Tan Flax, Leather Bound, made with wide Brim : a splendid protection	15 0	17 0
The same Shape, white cord and Drill	13 8	15 0
Extra quality, Double Cork throughout : highly recommended	16 0	18 0
WHITE REGULATION HELMETS.		
Cork and Felt	14 8	16 0
Extra quality, double Layers of Cork, very strong	16 0	18 0
The same shape, covered with White Doe, easily cleaned the best quality	20 0	23 0

Treble Gilt Spikes and Chains for above.

THE OVERLAND KIT WAREHOUSE.
23 & 24, APOLLO STREET, BOMBAY.

BADHAM AND COMPANY'S
SPECIAL KIT
FOR OVERLAND PASSENGERS AND TRAVELLERS,
READY FOR IMMEDIATE USE.
CASH PRICES.

	Rs. a.
Deck Suits ...10 to	16 8
Overland Suits ...25 to	36 0
Warm Suits	30 0
Overcoats and Inverness Capes from	35 0
Dressing Gowns ...9 to	20 0
Pyjamas	3 0
Oxford Shirts, Collar attached	5 12
White do.	4 8
French Cambric do., Collar attached	4 8
English Cambric do.	4 0
Best Shrunk Flannel do.	8 8
Silk and Wool do.	8 8
Spun Silk do.	11 0
Gents' Under Vests ...3-8 to	6 0
Ladies' Under do. ...4-8 to	6 8
Gents' Under Pants ...4 to	8 0
Gents' Cotton Socks ...doz.	8 8
Warm do.	15 8
Ladies' White Cotton Hose	13 8
Ladies' Heather Merino Hose	9 8
Children's White Cotton Socks from doz ...6-8 to	12 8
Heather Merino do. ...6-8 to	12 8
Bathing Drawers	2 0
Travelling Caps	3 8
Travelling Seal-skin Caps ...6-8 to	8 8
Travelling Hats ...3-8 to	4 8
Cardigan Jackets very warm...9-8 to	12 8
Sheets per pair	9 8
Pillow Cases each ...1-4 to	2 8

	Rs. a.
Blankets ...each	10 8
Long Rugs or Scotch Mauds ...10 to	15 0
Rezais or Quilts ...5-8 to	10 8
Portmanteaus or Overland Trunks ...12-8 to	23 0
Solid Leather do	49 0
Extra Large do	75 0
Black Hide Bags	11 8
Extra large do	24 0
Gladstone Bags	35 0
Travelling Writing Cases fitted	12 8
Gents' Bags, fitted complete	72 0
Ladies' Carriage Bags, fitted complete	58 8
Gents' Dressing Cases	11 8
Soiled Linen Bags, all sizes ...5 to	6 0
Cash Bags	6 12
Courier do ...4-8 to	12 8
Money Belts ...2-8 to	6 8
Tiffin Baskets fitted ...16 to	22 8
Air Pillows	3 8
Travelling do	1 8
English Feather do	7 8
Do. Horse Hair do	7 8
Folding Camp Bedsteads	35 0
Cork Mattrasses	19 8
Cotton do.	15 0
Rug Straps ...1-8 to	2 8
Waterproof Coats	10 0

	Rs. a.
60-Inch Drab Twill Waterproof Sheeting	6 0
42-Inch White Waterproof	4 8
Linen Faced Collars	0 12
Linen Collars ...doz.	6 0
Cambric Handkerchiefs ... „	5 0
Warm Gloves	1 14
Mits	1 8
Mufflers	2 12
Pins, Scarf ...1 to	3 0
Sailors' Knot ...1-8 to	3 0
Windsors for Bow or Ring ...1-8 to	4 0
Sponge Bags	1 8
Sponges	3 8
Soap Boxes	1 8
Tooth Brush Guards	0 12
Do. Brushes	0 12
Nail Do.	0 14
Hair Brushes and Combs in Pigskin case	12 8
Razors, Ivory Handles	3 8
Do. Strops ...3-8 to	5 8
Nail Scissors ...1-8 to	1 12
Champagne Taps	8 8
Pocket Knives	2 8
Marine Soap, 3 cakes for	1 0
Shaving do. Stick	1 0
Overland Chairs, best Beech ...6-8 to	12 8
Folding Croquet Chairs	9 8

A LARGE STOCK OF READY MADE CLOTHING ALWAYS ON HAND.

BADHAM AND COMPANY,
CIVIL, MILITARY, AND NAVAL TAILORS,
23, RAMPART ROW. BOMBAY.

FRESH ARRIVAL OF MILLINERY.

MRS. LAKE

HAS the pleasure to announce to the Ladies of Bombay, &c., that she has just received a Choice and Fashionable Consignment of MILLINERY, &c., FOR THE SEASON, consisting of :—

Dress Bonnets, Hats, Feathers, Flowers, Infant's Hoods, Cloaks and Hats.
Ball Dresses, Dinner Dresses, Rich Silks and Satins, Reps, French Muslins, Piques.
Cambrics, Grenadines, Prints, Percales, Brilliants, Rich Black and Coloured Velvets.
Silk and Woollen Grenadines, Tarlatans, Tulles, Brussel's Net, &c.
Ball Room Fans, Hankerchiefs, Gloves, Fancy Ornaments, Sashes, &c.
Opera Cloaks, French Corsets, Nursing Stays.
Flounced and Embroidered Petticoats, Crinolines, Dress Improvers.
Straw Bonnets and Hats, Trimmed and Untrimmed.
Bridal Bonnets, Veils, Wreaths, Hankerchiefs, Honiton Lace Bridal Squares.
Bridal Favours, Bridesmaids' Dresses and Wreaths. New Trained Crinolines, Crinolettes and Japons.
Lace Sets, Silk Stockings, White, Satin and Kid Boots and Shoes.
Merinos, Lustres, Foulards, &c.

ORDERS FROM OUTSTATIONS CAREFULLY ATTENDED TO.

SUPERIOR WHITE AND COLOURED KID GLOVES FOR LADIES AND GENTLEMEN :
WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.

Uxbridge House, 7, Church Gate Street, Fort, Bombay.

S. ROSE & CO.,
SOLE APPOINTED BOMBAY AGENTS FOR THE SALE OF
THE BRITANNIA LOCK STITCH,
SEWING MACHINES,

THE following Fittings and Tools accompany each Machine, and are all included in the first cost :—Hemmer, Quilting Guage, Tucking Gauge, 4 Bobbins, one dozen assorted Needles, Thread Hook, Needle Wrench, Oil Can, Turn-screw, Patent Break, Book of Instructions, and a Needle Setter.

Price from Rs. 55 to Rs. 110.

ICE! ICE!! ICE!!!

NEW APPARATUS FOR THE PRODUCTION OF ICE.

This important invention may be considered as a boon to all residents in tropical climates.

In five minutes, water at 80 Fahrenheit can be reduced to freezing point; in about an hour, a block of Ice, weighing about 2 lbs., can be produced at a cost of, say one or two annas.

The mode of producing Ice is by means of a Pneumatic Machine, the air in the Decanter or Vase is exhausted by the action of the air-pump, and the moisture, arising from the rapid evaporation, is absorbed by the Sulphuric Acid and intense cold in the Decanter or Vase is the result *reducing the water to Ice*. One single assistant can work an Apparatus of 8 or even of 12 Decanters.

Full directions for use accompany each Machine.

Apparatus for operating on one Decanter or Vase with accessories complete Nett Cash Rs. 175.
Do. Do. on Two Decanters or Vases with accessories complete Nett Cash Rs. 250.
Do. Do. on Four Decanters or Vases with accessories complete Nett Cash Rs. 450.

THE PORTABLE FOUNTAIN AQUARIUM.

This very Handsome and Ingenious Novelty forms an elegant Addition to the Drawing-Room.

The Square ebonized base is 42 inches in height, and 15 inches across ; it is relieved with gold, and is tastefully draped with coloured cloth and fringes. The Bowl is 12½ inches deep and 14 inches in width ; it is composed of very strong Plate Glass.

There is plenty of room for gold fish and other denizens of the Aquarium. In the centre of the bowl is the fountain-pipe, tastefully hidden by virgin-cork, weeds, shells, &c.

The Fountain is perpetual in its action, and it can be readily set in motion in a few moments by the most inexperienced person ; its mechanism is very simple, so that it cannot easily get out of order.

Price, complete with Drapery, Rs. 200 Cash.

The above Machines can be seen in working order on the premises of

S. ROSE AND CO.,
10, MEADOW STREET, FORT BOMBAY.

MESSRS. C. MARCKS & COMPANY,
WATCHMAKERS, JEWELLERS, AND OPTICIANS.

A COMPLETE ASSORTMENT OF SPECTACLES WARRANTED BEST WHITE PEBBLES :

Gold Spectacles with Case..........Rs. 30 | Gold Eyeglasses..........Rs. 35
Steel Spectacles with Case.......... „ 16 | Steel Eyeglasses .... „ 16

FULL PARTICULARS ABOUT WATCHES AND JEWELLERY WILL BE FOUND ELSEWHERE.

Bombay, 4, Hummum Street. C. MARCKS & Co.

NOTICES.

JEMSEDJEE NOWROJEE,
CABINET MAKER & GENERAL MERCHANT,
KALBADEVEE ROAD,
BOMBAY,

BEGS to invite the attention of LADIES and GENTLEMEN to his large stock of Carved and Plain Blackwood and Teakwood and Gold Gilt Furniture for Drawing-room, Dining-room, Bed-room, Offices, Messes, Camps, Clubs, &c., &c.

IRON BEDSTEADS, Iron Baby's Cots, Cradles, Folding Chairs, Folding Bedsteads for Travellers, Iron Stretcher Beds, Swing Cots, Tents, &c., of all sizes. Brass Canopies, Tents, Tent Beds, Child's Beds, Swing Cots, and Reclining Chairs, Rocking Horses of all sizes.

DRESSING TOILET GLASSES, Ebony and Mahogany wood with or without marble top.

ENGLISH PERAMBULATORS of one and two seats, Wooden and Tin Tubs for bath-rooms. Heat Bath Tubs, Foot Tubs and Cans.

CARRIAGE and BUGGY LAMPS, Police Hand Lanterns, Round Hanging Globes, plain and flowered, Argand Hanging Globes, plated and bronzed Kerosine Hanging Lamps, Camera Globes, Pictures in frames, Travelling Portmanteaus of all sizes and description.

MILLINERY.—Ladies' Hats, Bonnets, Kid Gloves, Straw Hats Dresses, Ladies' Boots, Children's Straw Hats, Cloaks, Frocks, Hoods, Caps, &c. &c., Air Pillows, Beds, Hair Brushes, Tooth and Nail Brushes, Combs, Sponges, Scented Soap in boxes and bars, Scents, Children's Toys, Sweetmeat Bottles, &c., Marble Toys, Flower Vases, Bird Cages, Children's Boots and Shoes.

CROCKERIES.—Dinner sets, Breakfast sets, Wine Coolers, Electro-plated Icepitchers, and other sundries, &c, Cut Tumblers, Glasses, Wine Jugs, Beer and Water Jugs, complete sets, &c.

CRETONNES, CHINTZ, REPS, DAMASKS, VELVETS, plain and flowered, of all colours and description, Gimps, Fringes, Cords, silk and woollen, for furniture, &c., Carpet Foot-stools, Carpet Rolls and Borders, Carpets in pieces, of sizes, Tea Trays n sets.

SINGLE HARNESSES AND BUGGY WHIPS, &c., &c., Feather Pillows, large China Fans, China Coffee and Tea Canisters, China Mats, Rattan Chairs.

RAILWAY RUGS, Table Covers, Copper Kettles round and oval-shaped.

J. N. further begs to state that he would be glad to receive orders for making furniture of every and any description, and according to any kind of pattern sent to him with instructions.

J. N. also undertakes to Repair, Re-line and Polish (French) carefully all sorts of Furniture, &c, either at the residence of Customers or in his Establishment, if forwarded.

The large patronage J. N. has been favoured with throughout this Presidency, and having furnished from his Establishment, Furniture and Goods of various descriptions to European Ladies and Gentlemen, as well as to His Highness the Holkar of Indore, the Begum of Bhopal, the Raja of Rutlam, the Princes of Kattyawar, and many other Native Chiefs, J.N. hopes for a continuance of their kind support.

SIMPSON AND CO.,
CARRIAGE BUILDERS & HARNESS MAKERS,
MADRAS,
ESTABLISHED, 1840.

S. & Co., with reference to the direct communication lately established between MADRAS and BOMBAY, beg to bring to the notice of the PUBLIC of the latter Presidency, that they are PREPARED to EXECUTE ORDERS for all DESCRIPTIONS of CARRIAGES, HARNESS, &c., which they guarantee to be made up of the best seasoned material, and which, after lengthened trial, in nearly every part of India, have been found to be CHEAPER, LIGHTER, and MORE DURABLE than those imported from EUROPE.

MINIATURE and full-sized CANOE BAROUCHES.
BISMARCK and ELCHO SOCIABLES.
THE LATEST DESIGNS, in Canoe, Square, and Sociable Landaus, with patent folding hoods.
SINGLE BODY, Croydon, Denmark, Victoria, and Princess of Wales Angular Phaetons, fitted with shifting coach-boxes, for driving, and patent screw brake, acting instantly from inside.
CLARENCE COACHES, fitted with patent concealed door hinges, giving greater width of door-way.
SINGLE and double-seated, circular-fronted Miniature and full-sized BROUGHAMS.
STANHOPE and MAIL PHAETONS with shifting hood, convertible into Waggonette, T. Cart, or Stanhope, at pleasure.
TWO-WHEELED Victoria, Norfolk, Malvern and Welsh Dog-Carts, with hoods, for Pony or Horse.
C. AND UNDER SPRING, or grasshopper spring, octagon and side sweep Buggies.
SIMPSON'S improved Dog-Cart, hung low, for Ladies, with high wheels and spring shafts.
S. AND CO.'S improved Travelling Waggon, with convertible Hood, for Horses or Bullocks.
CHA à BANC, 4-in-hand Coaches, Canoe-shaped, and other Drags.
STATE CARRIAGES, as supplied to the Rajah of Mysore, and other Princes, estimated for and complete in the best taste.
PALANKEEN COACHES.
HANSOMS, with Hood to fold back, &c.
THE DESIGN of each CARRIAGE, drawn up, full size, for inspection and approval.

DRAWINGS and ESTIMATES sent free on application.

PURVEYING AND GENERAL AGENCY.

—Mr. E. MANOCKJEE in respectfully thanking his numerous CONSTITUENTS, both in Bombay and Outstations, for the patronage and support they have hitherto so kindly extended to him, and solicits the continuance of that support in both the supplying of their daily requirements as well as that of every necessaries, such as Clothiery, Furniture, Crockery, Wines, &c.

Receiving and Despatching Packages to and from Europe and India.

Crawford Market

SCOTT & CO., M.R.C.V.S.,
VETERINARY SURGEONS.

HORSE EXAMINATION CERTIFICATES

Rs. 10 ; Examination and Verbal Opinion, Rs. 5 ; Livery for Horses on Commission sale, Rs. 35 per month including syce. Horses in infirmary Re. 1 per day ; Commission Rs. 17 from Purchaser and Seller on horse sold.

Every care and attention devoted to Shoeing and breaking to harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

HORSES ON COMMISSION SALE.

A pair of beautifully matched cream coloured Pegu Ponies, exceedingly fast and thoroughly trained to single and double harness, 7 years, 12-2 high.

A Bay Australian Gelding by "Touchit" by "Touchstone," 5 years, 15-1 high, a strong powerfully built horse, thoroughly broken to saddle, would make an excellent first charger for a heavy weight, Rs. 1,200.

A team of four Chestnut Australians, beautifully matched and thoroughly broken, Rs. 5,000.

A dappled Grey Australian Mare, 5 years, 14-3 high, a capital hack, broken also to single and double harness, Rs. 600.

A Bay Arab high caste, 5 years, 15 hands, very handsome, thoroughly broken to saddle and harness, Rs. 1,0[illegible].

A strong powerfully built large sized Chestnut Arab thoroughly good tempered and a pleasant hack, up to 16 st., Rs. 800.

A Bay Waler Cab Gelding, 6 years, 14-1 high, very powerful and compactly built, fast in harness and an excellent Brougham or Dog-cart horse, Rs. 600.

A Fleabitten Grey Arab Charger, 7 years, 14-2, a thorough broken parade horse and an excellent cross-country hack, Rs. 500.

A Bay Arab Horse, 6 years, 14-3 a splendid dog-cart horse, also broken to double harness, Rs. 700.

Girgaum Veterinary Stables, Bombay 26th December 1874.

J. NEUBERG,
MEADOW STREET, BOMBAY.

MANILLA CIGARS AND CHEROOTS.

JUST RECEIVED
A SMALL PARCEL OF THE FOLLOWING,
IN SPLENDID CONDITION.

No. 1 CIGARS AND CHEROOTS,
VERY CHOICE,
Rs. 90 per 1,000.

No. 2 CHEROOTS,
(ESMERADO CAVITE BRAND)
THE FINEST PRODUCTION OF THE MANILLAS, MOST EXQUISITE QUALITY.
Rs. 80 per 1,000.

No. 2 CIGARS, CAVITE,
Rs. 65 per 1,000.
A very superior Brand unequalled at the price.

No. 2 CIGARS, FORTIN,
Rs. 50 per 1,000.
MILD, MELLOW, MATURED,
Specially recommended to those who desire a really WELL-SEASONED CIGAR.

ALSO A FEW BOXES OF THE FOLLOWING RARITIES :—

IMPERIALLOS,
A MOST NOBLE CIGAR,
Rs. 21 per Box of 125.

VEGUEROS,
AN EXTREMELY RARE BRAND OF HAVANNAH FLAVOR,
Rs. 18 per Box of 125.

CABALLEROS,
THE MESS CIGAR,
Rs. 17 per Box of 125.

LONDRES,
A MOST DELICIOUS LITTLE CIGAR,
Rs. 9 per Box of 125.

FOR SPECIAL PRICE LIST APPLY TO
J. NEUBERG,
MEADOW STREET, BOMBAY.

COMMERCIAL INTELLIGENCE.

TUESDAY EVENING, 12TH JANUARY 1875.

REUTER's closing telegram of yesterday gave a somewhat contradictory report of the Liverpool Cotton Market the general tone being given as dull; Surat showing a hardening tendency, while the quotations for arrivals showed a decline of 1/16d. in Good Fair Omras January-February shipment and Fully Good Fair Ginned Broach was quoted at 6⅝d. the same rate as Good Fair was last quoted. Spot prices were unaltered in every way.

This morning's Market opened steady, probable sales 15,000 bales, imports 32,000 bales, futures at New York ¼ cent per lb. higher. The American crop figures are as follows:—

	1875.	1874.	1873.
Monday's receipts	20,000	39,000	28,000
,, Exports to U. K.	8,000	14,000	14,000
Thursday's receipts	33,000	54,000	43,000
,, Exports to U. K.	12,000	19,000	34,000
Total recs. since 1st Sept.	2,235,000	2,125,000	1,630,000
,, Exports to U. K.	835,000	697,000	679,000

General Produce is unaltered in value. Consols this morning is quoted at 92¼; French Rentes at 100¼; Bar Silver at 57¼ per oz.

STERLING EXCHANGE has again been weak with a partial decline of 1/16d. There has been a moderate amount of bills offering but buyers have been very anxious to do business, and in addition to the ordinary exchange banks, purchases have at last been commenced against the remittances of German Government Silver. At the moment there seems every appearance of a further decline, but in the present unsettled state of the market it is difficult to form an estimate of the probable level of rates for any time in advance. The Money Market is unquestionably easy, loans on Government paper being negotiable at 2 per cent. under the Bank of Bombay rate, and there is every indication of continued ease, in spite of any demand likely to be experienced for cotton purposes.

We quote closing rates as follows:—

Bank Bills on demand		... 1s 10 1/16d.	per rupee	
Do.	6 months' sight	... 1s. 10⅜d. to 9/16	,,	
Credits	3 do.	... 1s. 10½d.	,,	
Do-	,, do.	... 1s. 10 11/16d,		
Documents	3 do.	... 1s. 10 9/16d.	,,	
Do.	6 do.	... 1s. 10⅞d.	,,	

On Calcutta there is no change. GOVERNMENT PAPER is very firm, but we do not hear of any business.

The SHARE MARKET is quiet at previous values.

For COTTON there has been an active demand at, for some qualities an advance of Rs. 2 per candy. Ginned Broach is specially in request, and has been bought at Rs. 210 half-pressed March delivery. Oomrawuttee is also in demand, but the rates asked by sellers stop business.

FREIGHTS are quieter, the quotation by ready steamers being £2-10, forward £2-12-6 per ton. By sail there is little enquiry £2-2-6 to £2-5 being the ruling rates.

PIECE Goods are very steady and as a rule holders are asking slightly higher prices.

BANKS.

No. of Shares	Noml. value pah.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. s.		
100,000	100	all	5 p.ct	Agra Bank	91
22,000	1,000	all	7½ pct.	Bank of Bengal	1,440
10,000	500	all	12p.ct	Do of Bombay New	740
10,000	500	all	12p.ct	Do 2nd Res. Issue	737½
5,250	1,000	all	7¼ pct	Do of Madras	1,180
30,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	300
40,000	2·1½	all	Nil	Hong. & Shanghai Bank	275
40,000	200	all	5 pct.	Chartered Bk. of I. & C.	175
40,000	250	125	5 p.ct.	National Bank of India	115
0,000	250	all	12 do.	Oriental Bank	475

PRESS COMPANIES.

150	5,000	2,850	100ps.	Akbar Cotton Press Co	1,750
200	2,000	1,100	50 do	Albert Co. Kurrachee	775
100	50	all	18p.ct	Albert Ginning Co	650
250	1,000	200000	...	Alfred Mills Co	1,100
150	2,000	11,000	200ps.	Apollo Press Co	3,750
625	1,000	all	...	Bellary	750
600	500	all	60p.s.	Berar Company (New)	520 xd
200	2,000	all	200ps.	Bombay Press Co	1,450
200	500	all	50p.s	Do New	350
1,400	250	all	6½ p.c	Broach Cotton Co	505
400	1,500	all	37½ps.	Carwar Company	700
230	250	all	...	Coconada Press Co	160
800	1,880	all	175ps	Colaba Press Co	3,800
500	300	all	Nil	Dhollera P. & G. Co.	200
352	1,000	all	...	East India Press Co	1,000
150	8,500	all	200	Fort Press Co	4,050
300	2,000	2,000	15 ps	Framji Cowasji Press Co.	375
300	1,000	all	160 ps	French Press Co	435
1850	...	1,400	100 ps	Imperial Press Co	450
125	400	350	60 ps	Mofussil Press & G. Co.	450
60	2,000	5000	...	Nicol Press Manuf. Co., Ld	1,750
20	...	1,500	250 ps	Prince of Wales Press	1,500
60	1,300	all	200 ps	Sassoon Press Co	1,000
	500	750	135 ps	Scinde Press Co	425
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	825
150	850	all	12 p.ct	Vic. Cot. Gin & Press Co	1,000
450	1,000	all	100ps*	Volkart's United Press Co.	925

* Per share for the half year.

SPINNING AND WEAVING COMPANIES.

600	1,250	all	150*	Alexandra Spinning	1,695
500	5,500	all	200*	Alliance Spinning	3,225
300	2,000	500	...	Bhownuggur M. & P. Co	2,000
900	1,900	all	100	Bombay United	1,325
1,600	150	150	10*	Broach Mills	250
900	1,000	750	...	Colaba Spinning	1,050
2,800	2,000	all	100p.s	Dhurumsey Spinning	1,640
1,500	1,25	all	125p.s	Fleming S. & W. Co	1,210
1,400	1,000	all	115ps*	Great Eastern	1,465
700	1,000	all	...	Hindustan S. & W. Co.	1,250
720	1,000	all	115p.s	Jewraj Balloo Mills	1,390
......	...	800	...	Khandeish Spinning	1,200
300	1,250	all	Nil	Madras Spinning	1,440
......	...	500	...	Madras U. Spinning	1,100
2,500	1,000	all	65	Manockji Petit's	1,375
1,050	1,000	all	200ps*	Morarjee Spinning	1,385
4,000	625	all	68*	Oriental	820
600	1,250	250	...	Prince of Wales Spinning	440
750	1,000	1,000	200p.s	Soonderdas Spinning	1,400
500	1,000	250	31½p.s	Do. do. 1/4 share	410

* Per share for the half-year.

LAND COMPANIES.

4,000	3,000	all	60	Colaba Land Co	1,275
7,500	150	all	...	Frere Land & Pier Co. Ld.	142
1,750	2,000	2,000	20p.s.	Mazagon Land	1,300
6,000	1,400	all	15p.s.	Port Canning Land Company, Limited	290

RAILWAY COMPANIES.

......	£20	218·3·0	5 p.c	G. I. P. Railway Consolidated Stock	242
......	£20	103·14·6	do.	Do. New £20 Shares	126
......	£20	65 7·3	do.	Ditto	72
......	£20	21·13·1	do.	Ditto	32
......	£100	1,000	do.	B. B. & C. I. Railway Co	1,810
......	£18	96·5 15	do.	Do. New £18 Shares	310

MISCELLANEOUS.

1,000	12,500	1,500	240ps.	Bombay Burmah Trading Corporation	1,740
1,000	50	all	4½p.ct	Bombay Gas Company	65
500	500	300	27p.ct	Landing and Shipping Co. of Kurrachee Ld.	115
2,150	200	100	8 p. c.	Malabar Company Ld.	100
4,000	50	all	4 p. c	Mechanics' Build'gs Co.	18
1,900	500	all	7 p. c	Treacher & Co	375
......	250	all	40 ps	Viegas Patent Slip Co	50

BANKS IN LIQUIDATION.

			Date of L'dation		
......	95	19½	...	Bank of China	1
......	...	...	...	East India Bank	1
......	200	13	Feb. '67	Indian Peninsula	1

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

Statement of Traffic, week ending 9th January 1874.

Open 428½ Miles.

	Rs. a. p.
Coaching	43,242 0 0
Merchandize	61,006 0 0
Telegraph	722 0 0
Total Rs.	1,04,970 0 0

Corresponding week in December 1873.

Open 411½ Miles.

Coaching	38,126 0 0
Merchandize	47,966 0 0
Earth Trains	714 0 0
Electric Telegraph	497 0 0
Total Rs.	87,303 0 0
Increase Rs.	17,667 0 0

SHIPPING INTELLIGENCE.

THE S.S. PEARL, 366 tons, Captain C. Doert, sailed yesterday for Coast and Carwar, with a general cargo and five deck passengers.

THE S.S. PEHLWAN, 51 tons, Captain B. Conry, sailed yesterday for Coast and Goa, with a general cargo and ten deck passengers.

THE P. AND O. Co.'s S. S. KASHGAR, 1,514 tons, Captain G. J. Babot, sailed yesterday for China, &c. with China Mail, and the following passengers:—For Hongkong.—Lieutenant R. R. Ingersatt. For Ceylon.—Mr. J. H. Owen. She carried the following cargo:—1,480 chests opium and sundries.

THE P. AND O. Co's S.S. BANGALORE, 1,078 tons, Captain W. Soames, arrived in harbour yesterday from China, &c., with China Mail and the following passengers:—From Shanghai.—Mr. J. Goddard, Mr. J. Kay, Mr. Stephens, Mr. J. Mullis, and Mr. A. Coil. From Yokohama.—Mr. J. Annand. From Hongkong.—Mr. J. E. Elmore, Mr. F. Cawasjee and servant, Captain Pockley, Mr. Worcester, Mr. Hindry, Mr. Ridd, one native, and two children. From Singapore.—Mr. Floy and three children, Mr. Mahomed A. Abdoola and servant, and one native. From Galle.—Mr. Blackwell and servant, and six deck passengers. She brought the following cargo:—From Hongkong—8 packages specie, 16 packages papers, 9 tubs dry fruit, 386 packages tea, 660 packages silk, 63 boxes silk piece goods, 20 boxes vermillion, 1,030 packages sugarcandy, 10 cases glass bangles, 50 cases cassia, 3 boxes white copper, 127 boxes preserves, 23 cases glass beads, 12 cases woollen piece goods, and 7 packages Chinaware. From Singapore.—64 packages nutmegs, 26 packages mace, 72 packages benjamin, 25 bags tapioca, 24 pieces ivory, 17 packages silk, 16 packages paper, 25 slabs tin, 25 chests tea, 4 packages medicine, and 200 bags rice.

ARRIVALS.

Jany.	Vessel.	Commander.	From.
12	Bangalore (s)	Soames	Shanghai, Dec. 18.
	Slieve Donard	Campbell	Shield, Sept. 11.
	Lord Clyde	Ellis	Singapore, Dec. 3.

DEPARTURES.

Jany.	Vessel.	Commander.	Destination.
12	Kashgar (s)	Babot	China, &c.
	Pearl (s)	Doert	Coast and Carwar.
	Pehlwan (s)	Coury	Coast and Goa.
	Gibson Craig	Guthrin	Amherst.

The following vessels were entered out for loading yesterday:—

Steamer Bangalore, to London, &c.

Steamer Penang, to P. Gulf via Kurrachee.

Steamer Assyria, to Coast and Calcutta.

Barque Valkyrien, to Liverpool.

Barque Hydree, to Mauritius via Coast.

DAILY IMPORTS.—JANUARY 12.

FROM LIVERPOOL.

Guy Mannering s, 624 bundles hoop iron, Pelly & Co.

FROM LONDON.

Virago s, 99 boxes brandy, Nowrojee Ardaseer & Sons.

Colombo s, 4,423 plates spelter, Typall Cuma; 8 cases paper, Volkart Brothers; 17 cases whiskey, M and E Bezunjee; 2 hhds vinegar, and 44 casks beer, W Watson & Co; 2 hhds sherry, Cutler, Palmer & Co.

Tiverton, 100 cases brandy, Vinay & Co.

Cavara s, 10 cases cognac, Cutler, Palmer & Co.

FROM BORDEAUX.

Esperance, 20 boxes brandy, Nowrojee Ardaseer and Sons.

DAILY EXPORTS.—JANUARY 12.

FOR LIVERPOOL

Bulwark, 55 bales cotton, Futtabhoy Amejbhoy.

Hector s, 16 bales wool. B I S N Co; 32 bales wool, Vulubdass Jairam; 189 bales cotton, Nusserwanjee Maneckjee and Co; 50 bales cotton, Killick Nixon and Co; 300 bales cotton, Lawrence and Co; 50 bales cotton, Goculdass Heerjee; 40 bales wool, Godoo Premjee; 25 bales wool, Damoder Heerjee; 200 cwts and 65 lbs horns, C Hajeebhoy; 36 bales wool, 8 Tyebjee and Co; 266 cwts myrabollams, Abba Essa.

Valkyrien, 500 bales cotton, Gaddum and Co.

Nyanza s, 32 bales cotton, Nathoobhoy Soorchund.

Palestine s, 1,000 bales cotton, Gaddum and Co; 5 bales cotton, Becherdass Ambaidass.

Blenheim s, 100 bales wool, Kessowjee Toolseedass; 80 bales cotton, Soonderjee Kessowjee; 300 bales cotton, Killick, Nixon and Co; 500 bales cotton, Stearn, Hobert and Co; 1,000 bales cotton, W and A Graham and Co; 20 bales cotton, Bhanjee Topun.

Colombo s, 500 cwts myrabollams, Ralli Brothers; 270 cwts coir yarn, Malsee Moorjee; 41 bales wool, Govindjee Canjee; 20 bales wool, F Cassumbhoy; 40 bales wool, Goolalchund Nandmull; 5 bales cotton, Becherdass Ambaidass; 81 bales cotton, Knoop and Co; 700 bales cotton, Gaddum and Co.

Guy Mannering s, 240 cwts coir yarn, Nanjee Khurtow.

FOR LONDON.

Elphinstone s, 8 cwts fishmaws, L G Buttubaye; 2 packages T shells, Nanseebhoy Allarkhia; 176 packages olibanum and aloes secotra, Currimbhoy Ebram; 11 bales hides and skins, R L Southern and Co.

Bangalore s, 235 packages ginger, and 237 packages coffee, P and O Co; 173 pieces E teeth, Mamedbhoy Adomjee.

FOR HAVRE.

Bangalore s, 230 bales cotton, George Lockhart and Co; 86 bags coffee, P and O Co.

FOR NEW YORK.

Chilleanwalla, 24,107 cwts linseed, Ralli Brothers.

FOR MARSEILLES.

Bangalore s, 175 bags coffee, P and O Co.

FOR TRIESTE.

Memfi s, 133½ cwts myrabollams, Alsen Rieve and Co; 350 bales cotton, Knoop and Co; 650 bales cotton, Gaddum and Co; 650 bales cotton, E Spinner and Co; 540 bales cotton, A Trading and Co.

Bangalore s, 360 bags coffee, P and O Co.

FOR GENOA.

Australia s, 6 bales hides, G Sigg and Co; 200 bales cotton, Ritchie Stuart and Co.

FOR ODESSA.

Memfi s, 33 bales cotton, Knoop and Co; 210 bales cotton, Gaddum and Co.

FOR HONGKONG.

Fern Tower s, 130 cwts olibanum, Currimbhoy Ebram.

Kashgar s, 17 chests opium, E J Abram; 12 chests opium, Tata and Co; 166 chests opium, David Sassoon and Co.

FOR SHANGHAI.

Kashgar s, 27 chests opium, Ebram Noordin & Co; 27 chests opium, Burjorjee Rustomjee Mody; 26½ chests opium, Tarachund Lucmenaraw.

MILITARY INTELLIGENCE.

THE following paragraphs will be inserted in G. O. 332 of 1874:—

5. Before entering the zone of direct musketry fire when mounted officers have to dismount, it is necessary that officers commanding battalions should fully explain their plan of operations to all officers.

6. Four or five orderlies must on such occasions invariably be told off to the commanding officer to carry orders. They would not of course follow him in a body, but one or two should be always near him and the rest under the nearest cover, ready to take up the duty when required.

7. All orders from the commanding officer should be sent in writing; and reports to him similarly conveyed; for this purpose every officer should have a note book, or paper and pencil.

Paragraph 5 will be re-numbered paragraph 8.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, January 9.)

HOME DEPARTMENT.

The services of Mr H Buckle, Asst Comr, 2nd Grade, in British Burmah, are placed at the disposal of the Foreign Dept.

The services of the Revd W Ayerst and of the Revd J Spear, Chaplains in Oudh, are placed at the disposal of the Govt of Bengal.

The services of the Revd T Moore, a Chaplain in Oudh, are placed at the disposal of the Govt of the Punjab.

The services of the Revd C R Tollemache, Chaplain of Rangoon Town, are placed at the disposal of the Govt of the N W Provinces.

Mr Richard Lydekkar, B A, who has been nominated, on probation, as a 3rd Grade Asst on the Geological Survey of India, by the Secy of State, joined his appointment on the morning of the 26th Nov 1874.

FOREIGN DEPARTMENT.

Surgn H D S Compaigne to officiate in medical charge of the Erinpoora Irregular Force, with effect from the date of taking charge, vice Dr. Cunningham, on furlough.

Lieut A P Thornton, Bl S C, 2nd Wing Subn of the 25th (Punjab) R N I, is appointed to officiate as Political Asst of the 3rd Class and is posted to Rajpootana, as Offg Asst to the Agent to the Govr Genl, vice Lieut Elliott.

H Ey the Viceroy and Govr Genl in Council is pleased to invest Mr. Alexander Izat, Ex Engr, with the powers of a Mag of the 3rd Class; the same to be exercised within the limits of the Holkar State Railway.

Surgn G Waters, Civil Surgn at Bushire, returned from privilege leave and resumed charge of his duties on the 18th Nov last.

Mr. H Buckle, Asst Comr of the 2nd grade, in British Burmah to officiate as Supt of the Hill Tracts in Northern Arakan, vice Capt Hughes, on furlough.

Mr T W Biss, Offg Depy Comptlr Genl, is allowed furlough for two years with the usual subsidiary leave.

Mr T H Biggs is appointed to be an Asst to the Acct Genl, Punjab.

Surgn Maj T F Bellew, Depy Assay Master of the Bombay Mint, is allowed privilege leave for sixty seven days.

H E the Govr Genl in Council has been pleased to appoint Mr J D Maclean, Depy Colr of Customs, Calcutta, to be Secy to the Committee now sitting in Calcutta under the presidency of Mr A Money, C B, for the revision of Customs Tariff.

Mr J Macfarlan made over charge of the office of Post Master General of Bombay to Mr A M Markham on the afternoon of the 7th ultimo.

MILITARY DEPARTMENT.

The services of Surgn C J McKenna, of the Medical Dept, late Offg Resident Physician, Calcutta Medical College, are replaced at the disposal of H E the Comdr-in-Chief, with effect from the 18th Oct 1874.

The under-mentioned Officers are permitted to proceed to Europe on furlough on private affairs:—

Lieut Col William Bolton Girdlestone, Bl S C, Comdt, 16th (The Lucknow) R N I, for two years.

Maj William Cavendish Bentinck Ryan, Bl S C, Wing Officer, 41st (The Gwalior) N Itry,—for two years, embarking on or after the 24th Jany 1875.

Lieut Col John Francis Stafford, B S C, is promoted to the rank of Col by Brevet from the 20th Dec 1874, subject to Her Majesty's approval.

His Excellency the Governor-General in Council is pleased to make the following appointment in the Hyderabad Contingent:—

3rd Cavalry—Lieut F Mardall, Offg 1st Wing Sub, 2nd Punjab Infantry, Punjab Frontier Force, on probation, to be Squadn Subn on probation, vice Lieut R H Forrest, appointed 2nd Squadn Subn 4th Punjab Cavalry.

The following paragraph of Military letter from the Rt Hon the Secy of State for India, is published for general information:—

Capt B Lovett, R E, C S I, has studied at the School of Military Engineering at Chatham, from the 1st April to the 30th Sept 1874, and has obtained a certificate of proficiency.

The following promotions are made in the commissioned grades of the Army Commissariat Department:—

Permanent.

Col G S Macbean, Asst Comy Genl, 1st Class, to be Depy Comy Genl,—from 1st January 1875, in succession to Col R D Macpherson, Depy Comy Genl, retired.

Lieut Col G R Roberts, Asst Comy Genl, 2nd Class (on furlough), to be Asst Comsy Genl, 1st Class,—from 1st Jany 1875, in succession to Col R D Macpherson, Depy Comsy Genl, retired.

Lieut Col A McKenzie, Depy Asst Comsy Genl, 1st class, and Offg Asst Comsy Genl, 2nd class,—from 1st Jany 1875, in succession to Col R D Macpherson, Depy Comsy Genl, retired.

Col H Mills, Depy Asst Comsy Genl, 2nd class (on furlough), to be Depy Asst Comsy Genl, 1st class,—from 1st Jany 1875, in succession to Colonel R D Macpherson, Depy Comsy Genl, retired.

Maj N R Burlton, Sub-Asst Comsy Genl, 1st class (on furlough), to be Depy Asst Comsy Genl, 2nd class, from 1st Jany 1875, in succession to Col R D Macpherson, Depy Comsy Genl, retired.

Capt W R Bunbury, Sub-Asst Comsy Genl, 2nd class, and Offg Sub-Asst Comsy Genl, 1st class, to be Sub-Asst Comsy Genl, 1st class, from 1st Jany 1875, in succession to Col R D Macpherson, Depy Comsy Genl, retired.

Capt C E Hallett, Sub-Asst Comsy Genl, 3rd class, and Offg Sub-Asst Comsy Genl, 1st class, to be Sub-Asst Comsy Genl. 2nd class, from 1st Jany 1875, in succession to Col R D Macpherson, Depy Comsy Genl, retired.

Maj R S Graves, Sub-Asst Comsy Genl, 1st class, and Offg Depy Asst Comsy Genl, 2nd class, to be Depy Asst Comsy Genl, 2nd class, from 1st Jany 1875, in succession to Col J S Dunbar, Depy Asst Comsy Genl, 2nd class, retired.

Lieut R Patch, Sub-Asst Comsy Genl, 2nd class (on furlough), to be Sub-Asst Comsy Genl, 1st class, from 1st Jany 1875, in succession to Col J S Dunbar, Depy Asst Comsy Genl, 2nd class, retired.

Lieut J R Burlton-Bennett, Sub-Asst Comsy Genl, 3rd class, and Offg Sub-Asst Comsy Genl, 1st class, to be Sub-Asst Comsy Genl, 2nd class, from 1st Jany 1875, in succession to Col J S Dunbar, Depy Asst Comsy Genl, 2nd class, retired.

(*To be continued.*)

CENTRAL PROVINCES ORDERS.

(*Central Provinces Gazette*, Jany. 9.)

Thirty days' subsidiary leave is granted to Capt J A Temple, Offg Depy Comr, Seoni, from the date on which he may be relieved by Maj H I Lugard.

The Chief Comr is pleased to appoint Mr J A Jeffreys, Asst Comr, Nagpur, to be a Mag of the 3rd class in the Nagpur District.

Capt R M B Thomas, appointed to officiate as Depy Comr of Bhandara, assumed charge of his duties from Capt H I Lugard, Offg Depy Comr, on the 28th Dec 1874.

The undermentioned officers have passed the prescribed Departmental Examination:—

Higher Standard, in Law and Revenue—Mr F W Fox, C S, Asst Comr and Mr F C Berry, B A, C S, Asst Comr.

Lower Standard, in Law and Revenue—Mr L K Lawrie, C S, Asst Comr and Mr R Obbard, C S, Asst Comr.

Mr T W Armstrong, Chief Engr and Secy to Chief Comr, P W Dept, Central Provinces, reported his return to duty from privilege leave on the 26th Dec 1874, on which date he resumed charge of his office from Lieut-Col J O Mayne, R E.

ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Adjutant General's Office, Simla, 2nd Jany. 1875.

The Comdr-in-Chief in India is pleased to make the following appointments:—

Nawab Golam Hussan Khan, Bahadoor, C S I, Native Comdt 15th Mooltani Cavalry, to be an extra Aide-de-Camp on H E's Persl Staff Dated 29th Dec 1874.

1st Bat 18th Regt—Capt M H Court, Genl List, Cavalry, to be Interpreter, there being no qulified officer with the battalion, dated 29th Dec 1874.

40th Regt—Lieut William Henry Moberly to be Instructor of Musketry, vice Gregson, promoted, with effect from the 12th Aug 1874, subject to the approval of H R H the Field Marshal Comdg-in-Chief.

8th Bengal Cavalry—Surgn Maj E O Tandy to have medical charge, vice Browne, appointed to the 41st N I, dated 29th Dec 1874.

9th N I—Capt R A Price, QrMr and Offg Adjt, to be Adjt, vice Toke, appointed Wing Officer, dated 22nd Dec 1874.

Capt W V FitzG Jacob, 1st Wing Sub and Offg QrMr, to be QrMr, vice Price, dated 22nd Dec 1874.

Lieut H O Woodhouse, 2nd Wing Subn, to be 1st Wing Subn, vice Jacob, dated 22nd Dec 1874.

Lieut A T Weller, 65th Regt, Offg 3nd Wing Subn on probation, to be 2nd Wing Subn on probation, vice Woodhouse. Dated 22nd Dec 1874.

11th N I—Maj P H F Harris, 2nd in Comd, to officiate as Comdt, during the absence on furlough of Col Lamb. Dated 29th Dec 1874.

Maj C M Bushby, Wing Officer, to officiate as 2nd in Comd, vice Harris, Dated 29th Dec 1874.

Capt A J Stead, 1st Wing Subn, to officiate as Wing Officer, vice Bushby. Dated 29th Dec 1874.

33rd N I—Maj J T Harris, Offg 2nd in Comd 45th N I, to Officiate as Comdt, vice Langmore, on furlough, with effect from the 1st Jany 1875.

Lieut C T Bingham, 2nd Wing Subn and Offg Adjt, to be Adjt, vice Mac Tier, appointed Wing Officer. Dated 29th Dec 1874.

41st N I—Surgn Maj J Browne, M D, in medical charge 8th Bengal Cavalry, to have medical charge. Dated 29th Dec 1874.

42nd N I—Lieut J G Ponsonby, 49th Regt, a candidate for the Staff Corps, to be 2nd Wing Subn on probation, vice Macgregor appointed Qr Mr of the 44th N I. Dated 12th Dec 1874.

4th Goorkha Regt—Capt G W Rogers is permitted to retain the appointment of Qr Mr, on promotion. Dated 29th Dec 1874.

Local rank is assigned to the undermentioned officers:—

Royal Artillery—Maj F H Mc Leod to be Lieut Col, from the 8th Dec 1874.

Lieut A J Saunders to be Capt, from the 1st Sept 1874.

2nd Battn 1st (The Royal) Regt—Capt E F Angelo to be Maj, from the 15th Dec 1874.

1st Battn 5th Fusiliers—Maj T Rowland to be Lieut Col, from the 22nd Dec 1874.

1st Batn 18th Regt—Lieut P W Watts to be Capt, from the 8th July 1874.

81st Regt—Maj (Local Lieut Col) W B Browce to be Col, from the 16th Aug 1873.

Medical Dept. British Service—Surgn J L Curtis, 1st Batt 18th Regt, to be Surgn Major from the 1st Oct 1874.

Lieut Col C R Shaw, S C, on return to military duty from civil employ, is posted to Lucknow for General duty.

Capt A Campbell, R A, having, on promotion, been permitted to exchange into E Baty 4th Bgde, will proceed to Bombay in sufficient time to join his battery there on its arrival.

The following orders are confirmed:—

Allahabad Division Order, dated the 7th Dec 1874, directing Surgn J A Smith to proceed with the detachment 2-9th Foot to Rawul Pindee, unless relieved during the journey, and report himself for further orders to the Depy Surgn Genl, British Forces, of that circle.

Dated the 8th Dec 1874, directing Surgn Maj J D Sainter to remain at Allahabad, for general duty in that circle.

Dated the 9th Dec 1874, directing Surgn Maj J Martin to assume medical charge of the detachment 2-9th Foot expected to arrive on the 9th instant, and to proceed with them to Rawul Pindee, for duty with that corps.

Dated the 9th Dec 1874, directing Surgn Maj D S Smith to proceed to Lucknow and report himself to the Depy Surgn Genl, British Troops, in view to his assuming medical charge of the 40th Foot.

27th N. I.—Regimental order, dated the 11th Dec 1874, making the following appointments, vice Col C Irvine, proceeded on leave preparatory to retirement:—

Capt H A Birch to officiate as 2nd in Comd and Wing Officer, in addition to his duties as Adjt.

Lieut R A Swetenham to officiate as Wing Officer, in addition to his duties as Qr Mr.

The following orders are confirmed:—

Allahabad Division order, dated the 12th Dec 1874, making the following medical arrangements:—

Surgn G C Purcell to proceed in medical charge of the drafts 11th Hussars, 2-12th and 36th Foot, leaving for Meean Meer on the 15th instant, and on arrival to report himself to the Depy Surgn Genl for duty in the Lahore circle.

Surgn C P Turner to proceed in medical charge of the draft of the 2nd Batn 19th Foot, leaving for Moradabad on the 15th instant, and on arrival to report himself for duty with the 1st Batn 14th Foot, at Seetapore

Surgn T Wood, M D, to proceed in medical charge of the drafts of the 1-17th and 39th Foot, leaving for Meean Meer on the 14th instant, and to accompany the former to Rawul Pindee and report himself to the Depy Surgn Genl for duty in the Peshawur circle, with the 2nd Batn 9th Foot.

Surgn W L Gubbins, M B, to proceed in medical charge of the drafts of Royal Engineers, 1-8th and 55th Foot, leaving for Roorkee on the 18th instant, and to report himself to the Depy Surgn Genl for duty in the Meerut circle.

Surgn J J O'Grady to proceed in medical charge of the drafts of the 54th and 59th Regts leaving for Agra on the 19th instant, and on completion of that duty to return to Allahabad.

Dated the 15th Dec 1874, directing Surgn W E Webb, M B, to remain for duty in the Allahabad circle.

Allahabad Brigade order, date the 9th Dec 1874, directing Surgn Maj D S Smith, to proceed to Lucknow, to take medical charge of the 40th Foot.

Saugor Station order, dated the 20th Nov 1874, appointing Surgn E Fawcett, 3rd Madras Light Cavalry, to the medical charge of the Station Staff, in addition to his other duties, with effect from the 1st Nov 1874.

Dugshaie Station order, dated the 28th Nov 1874, appointing Mrs McCaffery, 37th Foot, as Asst Nurse in the Station Hospital, with effect from the 28th idem.

Jhansie Station order, dated the 12th Dec 1874, directing Col H R Browne, 63rd Foot, arrived at the station, to assume command, with effect from the 13th idem.

1st Batn 14th Foot—Regimental order, dated the 15th Dec 1874, appointing Lieut C D Ferrier to officiate as Asst Instructor of Musketry, with effect from the 23rd Nov 1874, vice Lieut T M Robinson, officiating as Musketry Instructor.

109th Foot—Regimental order, dated the 3rd Dec 1874, appointing Capt D W Mackinnon to be Asst Instructor of Musketry.

3rd N I—Regimental order, dated the 8th Dec 1874, directing the following appointments:—

Lieut Col W R Martin to officiate as Comdt, in addition to his duties as officiating 2nd in Comd and Wing Officer, from the 13th Nov last, vice Col G A St P Fooks.

Lieut J E Barr to officiate as Adjt, in addition to his duties as 1st Wing Subn and actg Qr Mr with effect from the 15th Nov 1874, vice Capt G J Skinner.

18th N I—Regimental order, dated the 13th Dec 1874, directing the following appointments on departure of Capt A C Toker, Adjt and officiating Wing Officer, on escort duty with the Lieut Govr, N W Provinces:—

Lieut W H Browne, Qr Mr, to officiate as Adjt.

Lieut A DeV Alexander to officiate as Qr Mr, in addition to his duties as 2nd Wing Subn.

The undermentioned officers have leave of absence:—

Royal Horse Artillery—Capt M G Browne, Adjt, (C Bgde,) to Australia, for three months from date of embarkation, on medical certificate.

Qr Mr J Sculley, (A Bgde,) to Bombay, for one month from date of departure, to appear before a medical board.

4th Hussars—Lieut F C Pocklington, to England, overland, from date of embarkation, to appear before a medical board.

Royal Artillery—Lieut A S Griffiths, (F Baty, 11th Bgde,) to Bombay, for one month from date of departure, to appear before a medical board.

1st Foot, (2nd Batn)—Lieut H Gardner, to England, per troopship, from date of embarkation, to appear before a medical board.

2nd Foot, (1st Batn)—Col J Rose, to England, for one year, on private affairs, from date of embarkation.

36th Foot.—Lieut F S Allen, to England, per troopship, from date of embarkation to appear before a medical board.

39th Foot—Brev Lieut Col W Leckie, to port of embarkation, for one month from date of leaving regiment; and thence to England, on private affairs, for fifteen months from date of embarkation.

45th Foot—Capt H B Hayward, to England, per troopship, from date of embarkation, to appear before a medical board

59th Foot—Capt L A Powys, for one month, to port of embarkation, from date of quitting regt; and thence to England, for nine months from date of embarkation, on urgent private affairs.

108th Foot—Capt G B Stokes, to England, for six months from date of embarkation, on private affairs.

Staff Corps—Capt F H Woodgate (Wing Officer and offg 2nd in C mnd 14th N I,) to port of embarkation, for one month from date of leaving regt, preparatory to furlough to Europe, on private affairs.

Capt C S Pratt, (Adjt and Offg. Wing Officer 34th N I,) to Bombay, for one month from date of leaving Regt, to appear before a medical board.

Lieut H FitzG Stevens, (1st Wing Subn 42nd N I,) to Calcutta, from date of quitting Regt. to appear before a medical board.

Lieut T H Goldney, (Adjt, 38th N I,) to Nowgong, from the 12th Nov 1874 to the 10th Jany 1875, on medical certificate.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet
United Kingdom	Jan. 18	6-30 P.M.	7 P.M.
Kurrachee	,, 15	11 A.M.	12 A.M
Persian Gulf via Kurrachee.	,, 15	11 A.M.	12 A.M.
Australian	Feb. 6	3-30 P.M.	No after packet
China	Jan. 12	3-30 P.M.	
Mauritius and Reunion	,, 18	6-30 P.M.	7 P.M.
Zanzibar, &c.	,, 18	6-30 P.M.	7 P.M.

OVERLAND MAIL.

In supersession of this Office Notice of the 9th May last, it is notified that as the Overland Mail Steamers of the P. & O. S. N. Company will leave Bombay every Monday soon after 7 P. M., the following revised arrangements in the hours for closing Mails will come into operation:—

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M.

Registered Letters if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 2 and 4 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 2-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. and up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The Overland Mail Steamers will leave Bombay as under:—

	7 P.M.		7 P.M.
Monday	Jan. 18	Monday	Jan 25
		,,	Feb 1

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is as follows:—

	Present Rates per ½ oz. Annas Pies.	Revised Rate per ½ oz. Annas Pie
Austria, Luxemburg German States, Austrian Post Offices in Turkey	8 8	8 0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9 4	9 0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.

Each Newspaper per 4 ounces—annas 2.

Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi optional, and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforminations conditions, be forwarded via Southampton.

CHINA MAILS.

China and Australian Mail Steamers will leave Bombay as follows:—

	3-30 P.M.		3-30 P.M
Tuesday	Jan. 26	Tuesday	Feb 9
		,,	,, 23

AUSTRALIAN MAILS.

3-30 P.M.

Saturday .... Feb 6

In accordance with the above, Mails for Ceylon, Penang, Singapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

POSTAGE ON LETTERS FOR ZANZIBAR.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O. S. N. Company, and thence by the B. I. S. N. Company's Vessels, is increased from 4 annas to 8 annas per half ounce.

2. Prepayment in full by this route is compulsory.

3. Letters forwarded by this route and by the continuation of the line to Mozambique, Delagoa Bay, Natal, and the Cape of Good Hope, will also be subject to an increase from 4 anna to 8 annas per half ounce.

4. Prepayment in full by this route is compulsory.

5. Letters forwarded by this route can be registered only for Natal and the Cape of Good Hope, the registration fee being 4 annas per cover.

MAURITIUS AND REUNION.

Monday .... Jan 18 | Monday .... Feb 15

The dates of departure from Bombay of the Supplemental Mails for Mauritius and Reunion are in consonance with the Time Table of the Messageries Maritimes Company; but as the French Mail Steamers occasionally leave Aden for the Mauritius before the arrival of the Bombay Overland Mail Steamers, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that opportunity may sustain at Aden

ZANZIBAR, NATAL, MOZAMBIQUE, DELAGOA AND TABLE BAY.

	7 P.M.		7 P.M.
Monday	Jan. 18	Monday	Mar. 15
,,	Feb. 15	,,	April 12
		,,	May 10

MAILS FOR KURRACHEE AND PERSIAN GULF.

To Kurrachee.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday, until further notice.

PERSIAN GULF MAILS.

The Mail Service by the Contract Steamers of the British India Steam Navigation Company between Bombay and the Persian Gulf will be weekly instead of fortnightly, as formerly.

A Mail will be despatched every *Friday* during the fair season.

To Calcutta touching at the several Coast Stations.

Mails to Calcutta, touching at the several Coast Stations, per B. I. S. N. Company's Contract Steamers, are despatched from Bombay on every Saturday during the fair season.

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 A.M. at the G. P. O., and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 A.M.

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails which came into force from the 1st July and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway.	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona and Madras Presidency; also for Ahmednuggur Seroor, Deccan, and S. M. Country	12 NOON.	12-30 P.M.	0-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona,	5 A.M.	5-30 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous day.
For ditto in Southern Concan, *i.e.*, for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	......	5 P.M. previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS—There are six deliveries in Bombay every day; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M. and 5 P.M. The inland post goes out at 8 A.M., for Bengal, N. W. Provinces, Punjaub, Central Provinces, Malwa, Berar, and for all post towns on the north-east line of the G. I. P. Railway; for Poona the Deccan, Southern Mahrat a Country, and Madras Presidency, also for Ahmednuggur and Seroor, at 12; and for Scinde, Kattywar, and Cutch at 4 A. M.; for the South Eastern line as far as Poona, 5 A.M. The Overland Mail for England is despatched every Monday evening at 7 o'clock, and closes at 5-30 o'clock. Late packets are received, on payment of extra postage, up til 6-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ¼ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas; on foreign letters not exceeding ½ ounce via Brindisi 8annas, 1 ounce Re. 1, via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTH.

DAVIDSON—On Thursday, Jan. 7th, at Pengebourne, Upper Norwood, the wife of Robert Davidson, Manager, Bank of Scotland, London, of a son. [By Telegram.]

ALL MONEY ORDERS, CHEQUES, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

WEDNESDAY, JANUARY 13, 1875.

CAPTAIN GEORGE BAIN, who has attained some notoriety by the exposures he has made in connection with the P. and O. Company, has issued a pamphlet setting forth some of the grounds on which his strictures are based. We were induced to read it carefully through, owing to our having noticed a startling statement attributed to Captain Bain, that the Company were paying dividends out of capital. As we were under the impression that the Company had all along been pursuing the somewhat opposite course of increasing their stock and works at the cost of revenue, we were interested to ascertain the true state of the case. It seems to us that the paying of dividends out of capital can only be accounted for on the supposition of their being declared from the net receipts, without making sufficient deductions to replace the fair wear and tear in the plant, which, of course, would lead to the extinction of the property sooner or later if persisted in, or to an expenditure on capital account to make up the deficiencies. The whole question then turns on whether the deductions from the earnings correctly represent the depreciation in the vessels. The circular explains that a ship is supposed to last 20 years, and a sum equal to 5 per cent. on the first cost is deducted from the earnings of every ship to replace it at the end of that period, and is carried to a reserve fund. To this fund the cost of new vessels is debited. Repairs of the vessels have constantly to be executed, but the cost of them is understood to be met from the current revenue. The value of the fleet according to the Board's account in 1873 was:—112,442 tons at £32 0 6d. or £3,601,423, and a contribution to the fund of 5 per cent. on this value would amount to £180,071 annually. Now, whether this sum really represents the depreciation or not is difficult to say. A ship may last longer than 20 years or less than that period, but it is probable that the question has been settled by the light of experience, and that the limit of 20 years is a fair average.

At the end of that period, then, supposing the vessels to be sold, they will realise something which will be a credit to the reserve fund; and consequently 5 per cent. contribution to that fund must represent more than the cost of the deterioration. Looking at it in another way, Captain Bain estimates the cost of the new vessels of the Company at £32 per ton, and the old when actually sold at £8-10. As the Company has ships of all ages it is not correct to assign a present value equal to the original value of £32 per ton for the purposes of the contribution to the fund. Assuming that the vessels, owing to the gradual growth of the Company, were found to be of an average age of 10 years, that is to say, that an equal proportion of the vessels was shown to be of all ages from one to twenty years, which is most likely to be the case, the average value per ton would be represented by half of £32 plus £8½ or £20-5 a ton, which is only 63·2 per cent. of the Company's valuation, and would make the over valuation about £1,325,323. Another fact, which seems to go to show that this is the case, is that the Company only charge an insurance of 5 per cent. on the value of the fleet taken at £2,600,000, instead of £3,601,423, as it is taken for the depreciation fund. Again, Captain Bain shows that the Royal Mail Packet Company's fleet is valued at £18 a ton, and that their ships compare favourably with the P. and O. as regards age and condition, and that, taking their valuation for the P. and O. fleet of 112,443 tons, the value would be £2,023,974, which is considerably nearer the probable value as evidenced by the insurance considered necessary. When Captain Bain states that dividends are paid out of capital he apparently means this. If the true valuation is, as given by the P. and O. Co., £3,601,423, the Depreciation 5 per cent., and Insurance, which is also estimated at 5 per cent., ought to be together £360,142, whereas the Company in the year 1874 only reserved about £270,000 from their earnings for these two accounts. The difference of about £90,000, which should have gone to provide for the renewals and losses, was thus included in the amount to be distributed as part of the dividend. If Depreciation and Insurance were not over-estimated at 5 per cent. each, it is clear that the £90,000 was so much loss of capital, for the essence of good management in a sound undertaking consists in keeping up the works and stock in an efficient state. But from Captain Bain's other statements it seems that he does not consider that the fleet is properly valued at £3,601,423, and that it ought to be put at more nearly 2½ millions. From this it seems that the reserve actually made by the Company of £270,000 was sufficient, and that, consequently, at the lower valuation dividends were not being paid out of capital. Assuming the lower valuation to be the more correct, which every thing points also to being the case, the question then arises, how does the fleet come to be valued so high and what is the result? It appears very clear that the high valuation can arise only from the exorbitant prices paid for the ships, or a mis statement of the value. The result must be sufficiently satisfactory both to those who receive the price of the ships, and to the Company who receive the bonus out of the Depreciation and Insurance funds, which depend for their amount on the valuation of the fleet.

It is not difficult to understand, and Mr. Bain is at no loss to indicate, what goes with the money paid for the ships, which cost some 77 per cent. more per ton than the vessels of the Royal Mail Packet Co. do, though they are stated to be no better in any respect. Next, it may be remarked that a mere mis-statement of the value of the fleet could not make it do work in excess of its real worth, or consequently earn profits to an increased proportionate extent. It does not appear how, if the Royal Mail Packet Co. only do a fair business with their capital stock valued at £18 a ton, the P. & O. Company can pay 7½ per cent. on a capital stock taken at £32 a ton, without some remarkably liberal additions to their earnings, for which they do no extra work, for the ton must be the measure of the work, and its cost must form a large ingredient in the measure of the profit. A Company acting solely on its own resources would not find it to their advantage to pay more for their ships than they could help, and would endeavour to get the keenest competition to work in their favour to renew their vessels. Also, an over-valuation of the fleet would simply result in increasing the reserve fund at the expense of the Dividends, to no purpose but that of depreciating the value of the shares. An examination of the accounts ought to show whether the prime capital cost of the fleet has been reduced by the amounts taken from the earnings to make up the Reserve; and if this is not the case it would account for the present high valuation by a falsification of the books. If the books should prove to have been correctly kept, the only conclusion to be come to is that the prices paid have been exorbitant.

But it is very clear that it is to the interest of the Directors, and partly to that of the shareholders, to maintain things as they are; and the only reason which can be assigned why the Company should be satisfied with a position which would not be regarded by other less favoured ones with anything but alarm is to be found in the enormous subsidy which it gets for extremely light work. The amount paid is stated by Captain Bain, on apparently good authority, to be £600,000, exceeding 22 per cent. upon the paid up capital per annum! Captain Bain says to the shareholders—"You "should have obtained at least 20 per cent. per "annum; you have only received 6 per cent."—but this evidently depends on the subsidy payment, and with such a dividend as 20 per cent. it is unlikely the subsidy would have been continued at the enormous amount it has reached.

The accounts of receipts and expenses are given by Captain Bain in a very few figures. Receipts a little over two millions, expenses about two millions. This vast expenditure makes one feel somewhat uncomfortable, till it is remembered that it includes some odd £360,000 carried into the reserve fund, out of which Bonuses and other satisfactory things have emanated. But it would be interesting to know whether the system which has obtained in the purchase of ships has not also to some extent caused the working expenses to be so high. There are large renewals and repairs of ships, short of their actual purchase, which must come out of Revenue, and on which a great deal of money may be wasted. Captain Bain evidently seems to think that the management is all of a parcel, even down to the supply department in Bombay. If all is true that he states, the late tragical event which occurred in the fall of a mansion in this city, which resulted literally in the overwhelming of a late purveyor in the multitude of his acquired riches, may be an apt illustration of the old saying that it is an ill-wind that blows nobody any good; and if for a time it results in an improvement in the Company's working expenses, it will be some satisfaction for the loss of an old friend. But let us hope the fall of the house will not typify a still greater fall. It seems to us that grave charges have been made against the Direction of the P. and O., and for their own credit the fullest enquiry should be instituted. We are not concerned with any Company any more than it affects the interests of the public; but it seems to us that the Government subsidy is going a long way to do a great deal of evil in the way it is now managed, and that we should not be doing our duty to omit pointing it out. We have on several occasions referred to the burden thrown on the Indian public by the absence of competition with the P. and O., the result of the immense subsidy, and it now appears that the shareholders do not get the advantage from the subsidy that the management may. Those most interested in the question are consequently largely in the majority, and it is high time that Government should move in the matter of a complete inquiry if the shareholders do not. It will never do to concede the contract to the P. and O. Co. for the mails, in the hole and corner way that it has been managed hitherto, without laying the officials open to the charge of complicity with the management of the Company, which cannot fail to bring discredit on the Home Government.

In the case of our guaranteed Railways a careful scrutiny is exercised over the management by Government, and it seems marvellous that a similar check is not kept over a Company to whom so much public money is given. It would appear from all that Captain Bain brings forward that a Government check on the system of Departmental contracts and supply would alone be the means of largely increasing the dividends, while at the same time enabling the subsidy to be reduced in any future postal contracts. While not wishing to decide between Captain Bain on the one hand and the P. and O. management on the other, we are of opinion, from all that has transpired at present, that the subsidy has a demoralising effect as it is now managed, that it is too large in amount, that an injustice is being done to private enterprise thereby, and that great hardship is being thrown on the public who ought, by means of the subsidy, to be carried cheaper than they are.

The true cause of the unsatisfactory condition of the P. and O. Company's finances, notwithstanding the large amount of the subsidy, may possibly be found in the mistaken policy of the Managing Directors, whose eagerness to exclude any kind of competition makes them undertake to carry out a very complicated and venturesome, instead of a very simple and profitable, service. We wonder it has never occurred to Captain Bain or any other shareholders to question the expediency of continuing the Southampton Mail service. There cannot be the slightest doubt that the work of the public would be much better done if the Southampton weekly mail were abolished and a smaller subsidy given only for the Brindisi mail. The Southampton service is but a useless relic of a bygone stage of development. We still hear, indeed, of "the heavy mail by Southampton" being delivered on such a day; but the heavy mail really goes by Brindisi, and the retention of the long sea service only embarrasses the service which is really useful, for we have had frequent experience of late that it is impossible to make the Southampton and Brindisi lines always fit in with one another and work smoothly together. But even in the interests of the Company it would probably pay the shareholders better to sacrifice the Southampton subsidy, and to run their steamers direct from an English port to Bombay and Calcutta only when they can get cargo and passengers to fill them. The competition on this line is now so great, and the continued improvement in the class of ships running against the P. and O. is so remarkable, that we are convinced the Company does not act judiciously in running a weekly mail from Southampton or London whether the steamer happens to be full or empty. This, however, is a matter for the consideration of the shareholders. From the point of view of the general public, the resolution of the Post Office to go on paying a subsidy for a Southampton mail can only be regarded as involving a most pitiable waste of public money.

SIR T. MADAVA ROW, K.C.S.I., ON THE TRANSIT OF VENUS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—On the 9th of last month, the day of the Transit of Venus, I sent you a description of my observation of this most important Astronomical phenomenon, and you were good enough to give it publicity in your impression of the 11th. My brief telegram on the same subject appeared in your previous day's issue.

Now, I am glad to see that this telegram of mine was immediately communicated by some one, not known to me, to the English papers, for I see it among other similar messages published in the *London Times* of the 11th. Here is a fresh and conspicuous instance of the wonderful performances of the electric wire. Observations made in different and distant parts of the globe are found recorded side by side in a London Journal two days after the Transit!

No less than seventy scientific expeditions appear to have been sent out to observe the event, and the contributions of amateurs may also, perhaps, weigh something in the scale. At most points, the observations seem to have proved successful. Permanence has been imparted to the phenomenon by means of photography. In time, a rich harvest of facts is sure to be gathered. This time the sun cannot escape an exact valuation of his distance and dimensions!

Most of the telegrams are necessarily brief, and communicate success or failure in different degrees. Detailed narratives will pour in in a few weeks, and are sure to afford surpassing interest, though, of course, it may take some time before the data obtained are carefully compared and discussed, and actual results evolved.

But, brief as the telegrams are, they already forebode some differences among the observers, as may be seen from the following extract from the *London Times*:—

"The observers in Egypt saw the black drop and 'ligament' phenomena so clearly that they imagined themselves at model practice again in the Observatory grounds at Greenwich. Dr. Janssen, on the other hand, tells of fine telescopic images, and that there was no ligament, while, to leave the Nagasaki telegram for a moment, we learn from Indore that no black drop was seen there. It has been acknowledged that the causes of many of the curious phenomena referred to are to be looked for in the bad definition of the telescope employed, its unsteadiness, or the condition of the atmosphere; but, on the other hand, a certain *minimum* has been ascribed to irradiation; and, if this be its true cause, as irradiation must always exist in the case of a bright body like the Sun the black drop must always be observed, and yet Dr. Janssen has not seen it."

I thus find that my non-observation of the black drop is confirmed by the testimony of one eminent observer already, and I certainly look for further corroboration from other quarters. I am glad, too, that the causes which I ventured to assign for the black drop observed at the last Transit receive so much independent verification from the extract above given.

I would venture to predict that no *photographs* of the Sun under transit will show the black drop &c., unless they were carelessly taken.

It is true that irradiation is a disturbing cause to some extent; it slightly increases the apparent size of an object; and this effect must, I think, be in proportion to the brightness of the light. My theory is, that, when bright light acts on the retina of the eye, the exceedingly delicate nerves therein feel the effect slightly *beyond* the parts directly acted on by the light. Suppose you get your finger cut while using your pen-knife. The pain you feel is not strictly confined to the limits of the actual cut itself, but slightly extends to the circumjacent parts. Analogous must be the case with the fine, sensitive nerves of the retina when struck by a bright pencil of light. The sensation extends a little farther than the bright picture, and hence the apparent enlargement of the bright object seen.

If this theory be correct, it must follow that such effect of irradiation will not find expression in a *Photograph*, inasmuch as the sensitized plate employed in photography is quite free from the peculiarity noticed in connection with the retina of the human eye.

I would also venture to predict that those observers who used *well shaded* glasses in direct observation will not have seen the black drop so far as it may be the effect of irradiation, for, such glasses greatly reduce the intensity of the solar light, and therefore eliminate the disturbing cause. Mine was a deep-shaded glass.

If follows that, if two reliable observers differ in this respect, they had better compare the shaded or colored glasses they employed in connection with their respective telescopes, and endeavour to discover if this would account for the differences of observation.

I find that the Astronomers at Alexandria say that Venus looked like "a black ball with red under lower circumference." This, I strongly suspect, was the simple effect of the observer having failed to bring the planet in the *centre* of the field of the telescope. This, as I observed in my last communication, is a common error on the part of observers who are so apt to desire to have the whole of the solar orb within sight. The consequence of this error is that the planet is at the edge of the field where spherical aberration and chromatic dispersion are necessarily the greatest. I am the more confirmed in my opinion because the Alexandrian party speaks of the red colour being observed "under lower circumference," and *not all round*. If the red colour were due to any other cause than that I am disposed to assign, it would not be confined to a *part* of the circumference. In offering these remarks I am probably guilty of extreme audacity, for, Sir G. Airy attributes the red color in question to *atmospheric dispersion*. But I need make no lengthy apologies, as the Astronomer Royal of England is a giant who will be perfectly unconscious of a pebble thrown at him by an humble amateur.

It is to be hoped that the illustrated newspapers of England will faithfully reproduce the more reliable of the photographs of the Transit, taken in so many different parts of the world, as they cannot fail to be of even popular interest. Valuable as these photographs may be in other respects, I think, however, they will not quite tally with micrometric measurements taken by eye-observations. The solar disc, when received on a *plane* surface, must suffer some distention towards the circumference, thereby slightly misrepresenting in the photograph the relative positions of the planet and the Sun's centre. This error must be in proportion to the enlargement of the image of the Sun. But exist it must, even in the smallest photographs. And when small photographs are enlarged for purposes of measurement, the error too will be enlarged accordingly. Scientifically, it may be just possible to apply a correction for such error by ascertaining the powers of the lenses employed. My chief aim is to suggest that direct micrometric measurements are, after all, the safest to go by.

I am not aware how the Indian photographs of the Transit have been taken. If due precautions have been adopted to insure the perfect perpendicularity of the sensitized plate to the axis of the telescope, they will turn out valuable. It was the difficulty involved in these precautions that compelled me to give up the photographing of the Transit. Indeed, I wish I could have commanded better appliances altogether, so as to have been enabled to do something more than I did, for, this place, Indore, has the great and singular advantage in respect to the Transit, of being in the same latitude as Calcutta. I may mention that the latitude of Indore is 22 degrees and 42 minutes, while that of Calcutta is 22 degrees and 41 minutes, the difference being about one mile.

Before concluding, I may perhaps draw the attention of your readers to the fact that, since the Transit, Venus has receded far from the sun and appears now as a morning star. She is now probably at the point of her greatest brilliancy. She is visible to the naked eye even in broad day-light, for I saw her this morning some hours after sun-rise. This is a favourable time for seeing the *phases* of the planet. Venus, viewed through a powerful telescope, now presents quite the form of a crescent like the moon—beautiful to behold.

I may as well mention that Saturn, too, is visible at a convenient altitude after sun-set. His curious rings are now very distinctly visible; but they will be best seen from July to October this year.—I am, &c.,

T. MADAVA ROW.

Indore, 9th January, 1875.

INDIAN NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

AHMEDABAD, 10TH JANUARY.

I ARRIVED here a few days ago, and as you wish to be generally well informed regarding Guzerat, I think a few lines from this part of the Mofussil may prove of interest. I, however, must temper any tittle tattle which I may write with judgment, as the folk in these parts fancy they are a separate community and claim to be exempt from mention in the columns of a paper.

The camp I found nearly empty of sahibs of either the masculine or feminine gender; the city, too, had followed suit and had gone out of town, and its European feminality and virile population were also nearly all absent. Various pic-nics had been organised, the great Ahmedabad hunt was out at Sanand following the mighty boar, and every man who could beg, borrow, or buy a gun was stoutly marching after the "fattening flocks" of antelope which skip in pride and beauty over the dark soil of this division of the Presidency. Thus was Christmas celebrated in this part of India, and long and loud was the report of fizz. But Ahmedabad and its camp really were far from empty. The Bombay and Baroda Railway authorities tempted a lot of Bombay worthies to visit this clean and wealthy city, so celebrated for its tumble-down mosques, its beautiful trees, and its wild and beauteous ruined Palaces at Circoge only four miles from the city. I noticed, amongst the Bombay wanderers, Mr. Hamilton Maxwell, Mr. and Mrs. Hall, of Nicol and Co.'s, Mr. and Mrs. Langley and several other denizens of the sea side city. I am told that the pig sticking this year was not very good, and that sows were more common than boars. However, sport or no sport, people who have daily duties or little leisure like to get away from dull care at this season, and like the gods "love to dwell in woods", and so even those who did not dip their "salew" spears in the blood of the hog were happy, and smoked their pipes in peace. Mr. Walker killed a very fine pig at Sanand, and several black buck fell to the rifle of another Bombay gentleman who joined another party, and who preferred the whiz of the bullet to the gallop of piggy. Mr. Richey was to have had a large party, but, having been recently appointed to Baroda as Assistant to Sir L. Pelly, some of his original plans fell through, and he had not so many visitors as he expected, but, as a rule, all the old forms and customs of keeping Christmas were faithfully observed. Colonel Mallaby has left the station; he was very popular, and is much missed. The Infant Free Mason's Lodge, of which he was the honoured Master, feel his loss very much. Lieutenant-Colonel Hobson, who was some time with the 3rd Regiment, has also departed, and the station has quite changed. Colonel Thomson has taken command of the 9th Regiment; he is reputed to be a keen sportsman. All the houses in Camp, save two, are now occupied, so where the fourteen officers of the new Battery coming from England will put up is said to be a puzzle to the authorities. It is high time that public quarters were built, for the city merchants decline to invest money in the building of Camp Bungalows, as by the cantonment rules the property would be fettered with many conditions not favourable to landlords. I do not know if it is true, but I was told that, while an officer can get a Committee upon a camp house to have it repaired or to have its rent lowered, the landlord has not the same privilege, but has to apply to the Quarter Master General's Department or the Officer Commanding the station to fix the rent. I think this might be altered, as when improvements are made and a house enlarged the question ought to rest with a Committee. The landlords here do not keep their houses in good repair and so they meet with small sympathy.

The city people appear to have quite gone into mourning on account of the ill-success of their petition to Government in favour of the retention of the Acting Civil Surgeon Dr. Johnson. As the appointment was vacant it was generally desired by the inhabitants of Ahmedabad that Government would appoint the learned and skilful Surgeon to the post. On all sides he is said to be just the man for the appointment, and, if industry and success in his profession be a qualification, he had every moral right to expect the reward which is due to ceaseless devotion and talents above the ordinary average. However, another gentleman who had seniority of years and service as a claim has been appointed, and Dr. Johnson reverts for a time to the medical charge of the 3rd Regiment. He has earned a high reputation for the speedy and skilful way in which he performs the operation of lithotomy, at all times a very nice and dangerous surgical experiment. The water of Ahmedabad is said to be peculiar, and cases of disease of the bladder are common from its properties. The Doctor has had many patients, and I hear has been successful with them all.

I am told that the last amusement here is Paper Hunting. One man goes off as a fox, and drops bits of paper as he proceeds, after fair law given he is pursued by a field of the brave and fair. These cold mornings are well suited to the sport, and as one cannot listen to the Bow wow of an English fox hound or hunt the hare here, a good galop is the next best thing to winning a brush.

The excitement caused by the widow re-marriages appears to have died out. There is a lawless feeling amongst a certain set who would prevent by force and intimidation the introduction of a better state of things. I think the authorities ought to support those reformers who are trying to abolish old and superstitious customs. The re-marriage question is one that must force itself upon the legislature and the sooner the better. It is illegal and disgraceful that a few members of a particular caste should band themselves to prevent the civilization of the day, and the blessed privileges of freedom, from reaching the thousands of young women who have lost their husbands in their childhood. Early marriages at 8 or 10 years of age must create a large population of widow girls who sigh for the protection of a natural guardian, and in Ahmedabad the numbers are large. But those who dare marry are exposed to heavy penalties imposed by no law but that of terror, and carried out by a system of caste combination which grows stronger as it remains unpunished. And what is the result throughout the length and breadth of Guzerat? The seduction of these poor widows ere they have almost trodden on the threshold of womanhood, and the birth of illegitimate off-pring, I fear too often strangled or drowned immediately that they have entered the world. There is "a brokerage of horrors" in the group of miseries which surround the enchained Indian widow slave, and I regret to hear that the great interest which was recently excited in this question, in this city, has in a measure subsided, for it is only by agitating the question, and by supporting and protecting those who venture to break caste laws, and marry contrary to ancient custom, that we can hope to see the people of this land release themselves from the grasp of oppression and cease to be the slaves of the folly and wickedness of servile and debasing restrictions.

The camp is cut off from the old station garden by the repairs, or I should say the rebuilding, of the bridge which was washed away in the rains. The temporary road has been broken up, and it will be three months before it can again be used. This spoils the evening ride, and much wonder is expressed that the Engineer Department did not stipulate with the contractor to make a side way for foot passengers and horses. It is not too late yet, and if this should catch the eye of the proper officer he will earn many thanks if he act upon this suggestion.

The Artillery barracks look very descrted—the Camp tradesmen are hoping the speedy arrival of the gunners. Butchers, bakers, and milkmen complain largely that there are so few customers—no doubt they have suffered from diminished receipts. I must now close this hasty scrawl as the post is about to close.

THE APPEAL IN THE BANDORA SLAUGHTER-HOUSE CASE REJECTED.

THE appeal preferred by the five convicted sepoys of the Bandora slaughter-house from the decision of Mr. Allen, first-class Magistrate, was heard yesterday at the Tanna Court before W. M. Coghlan, Esq., Judge and Session Judge of Tanna. Mr. Branson with Mr. Wamonrao Ramchunder appeared for the five appellants. Mr. Crawford appeared in support of the convictions. After a lengthy argument by the respective advocates for the prosecution and the defence, the learned judge upheld the Magistrate's decision and rejected the appeal. A report of the proceedings will be published in an early issue.

GRANT MEDICAL COLLEGE,

The annual distribution of prizes and scholarships to the students of the Grant Medical College, took place at the College premises in Byculla last evening. The Hon'ble Mr. Gibbs occupied the chair. Among those present were the Hon. Mr. Rogers, Sir Jamsetjee Jeejeebhoy, Mr. Nanabhoy Byramjee Jeejeebhoy, the Hon'ble Mahomed Ali Rogay, the Hon'ble Rao Sahib Wishwanath Mundlick, Surgeon General Thom, Doctors Hunter, Cook, Martin, Hayes, Mackenzie, Dymock, Knapp, Grey Anderson, Maconachie, Joynt, Da Gama and Blaney, Mr. Fox, Rev. Dr. Wilson and Rev. Mr. Boyd, Mr. Manockjee Cursetjee Mr. Dosabhoy Framjee, Mr. Gunputrao Bhaskerjee, Dr. Narayen Dajee, Mr. Homejee Cursetjee Dady, Mr. Rugoonath Narayen Khote, and a good many others. The students occupied the semi-circular ranges of seats before the Chairman's table. The Principal of the College, Dr. Hunter, read the report of the College for the past year, after which the prize certificates were distributed to the students by the Chairman, who subsequently delivered an eloquent address. Dr. Hunter, in a few words, thanked the Chairman for presiding, and the proceedings terminated. A full report will appear in our issue of to-morrow.

THE BISHOP'S VISITATION.

The Rt. Rev. the Bishop held his primary visitation at St. Thomas's Cathedral last evening. Among the clergy present were the Ven. the Archdeacon, the Rev. Messrs. Maule, Watson, Robertson, Deimler, Stead, Gilder, Weatherhead, Cave, Squires, Barker, Gadney, Page, Rivington, Eames, Polehampton, Sharpin, Johnson, and a few others. After evening prayer His Lordship proceeded to deliver his charge which, avoiding many statistics, dwelt mainly on the subject of Missions. His Lordship explained the full meaning of the expression "to preach the Gospel." It was a setting forth of certain facts, and chiefly that of the renovation of humanity in and through Christ, The Sacraments were the visible channels through which grace flowed to the human soul. His Lordship referred with approval to the part played by the "ritualists" in improving the public services of the Church, advocated the use of the Eucharistic vestments and the "eastward position." He denounced evening communions, and the system under which missionary schools were at present conducted, the Bible being taught to heathen. The charge concluded with some very explicit remarks on confession and absolution. A hymn was then sung, the benediction pronounced, and the proceedings terminated.

"*Not for an age but for all time.*"—Equatorial Hair Douche enjoys no mere ephemeral celebrity. It has supplied a great and long felt want in the Toilet economy of this country, and has taken a firm, and, we venture to say, a permanent, hold on public favo . It replaces the unctuous applications to which the Hair was formerly subjected, by a delightful process of affusion, which, instead of oppressing and deadening the vitality of the scalp, invigorates it, and affords all the conditions of health which ought to surround that part of the frame where the mental faculties reside. Its effects on the Hair are to promote the growth, to impart the softness and lustre of silk, and instantly to arrest any tendency to baldness; while its almost fairy fragrance lends an additional pleasure to the operations of the Toilet. The "Douche" is felt to be a boon wherever its use has penetrated, and it is now exported to the remotest parts of India. Per bottle, Rs. 1-8 and Rs. 2-., D. S. KEMP & Co., Sassoon House, 7 Elphinstone Circle, Bombay.

Digitized with financial assistance from the Government of Maharashtra on 18 June, 2017

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

NEWS FROM AFGHANISTAN.

LAHORE, 12TH JANUARY.

Mustafi Habibula Khan has been recalled to arrange for replenishing the Cabul treasury.

Persian assistance to Yakub Khan's adherents is again rumoured.

FRONTIER AFFAIRS—VISIT OF SIR W. MEREWETHER TO LAHORE.

Sir William Merewether is expected here on the 17th instant to have an interview with the Lieutenant Governor.

BENGAL AFFAIRS.

CALCUTTA, 12TH JANUARY.

The Bengal Administration Report will be issued immediately.

The Commission to enquire into the comparatively high mortality in the Behar jails, consisting of Major Bowie, President, and Doctors Coates and Moir, started for Patna yesterday.

MR. SOUTER IN CALCUTTA.

Mr. Souter arrived last night, and is the guest of Lord Northbrook at Government House.

THE RAJA OF TRAVANCORE.

The Raja of Travancore's visit has been deferred to the first week in February.

MR. ASHLEY EDEN.

The Hon'ble Ashley Eden is expected to arrive in Calcutta on the 29th instant.

[REUTER'S TELEGRAMS.]

CASUALTIES AT SEA.

LONDON, 12TH JANUARY.

The ship Lord Strathnairn homeward bound from Calcutta had to be towed into the Downs in a disabled state.

The Peninsular and Oriental s.s. Surat is now in dock at Malta fitting a new propeller, and will be detained there for five days.

H. M. Troop-ship Euphrates has sailed for Bombay via the Suez Canal.

THE SUBLIME PORTE.

LONDON, 12TH JANUARY.

Latest advices from Constantinople state that the sublime Porte has declined the counsel of England, with regard to granting Roumania the right to conclude commercial treaties direct.

MADRID, 11TH JANUARY.

A defiant proclamation has been issued by Don Carlos against Don Alphonso.

GERMANY AND SPAIN.

BERLIN, 11TH JANUARY.

The statement that Germany had recognised Don Alphonso is premature. Germany will defer her recognition until the decree passed in the Cortes suspending two protestant journals and closing the Chapel at Cadiz shall have been rescinded.

The German gunboats have returned to Santander.

THE LANDSTURM BILL IN GERMANY.

BERLIN, 12TH JANUARY.

The Reichstag have voted the Landsturm Bill, the fifth clause of which authorises the drafting of men, in case of need, from the Landsturm into the Landwehr.

AMERICA.

WASHINGTON 11TH JANUARY.

A disruption of the Cabinet is threatened in consequence of President Grant's policy in regard to the late agitation in Louisiana.

THE MAILS.

LONDON, 11TH JANUARY, AFT.

The Bombay Mails of the 21st ultimo were delivered in London to-day.

LONDON, 11TH JANUARY, AFT.

The Liverpool Cotton Market closed heavy. Surats hardening tendency.

The London Cotton Market has been firm.

Fair Dhollera, 5d.		
3 per cent. Consols for account	......	92⅛.
5 do. French Rente 1872	......	100⅛.
Bar Silver	......	57¼.

The following vessels has passed through the Suez Canal:—Zealot, Nizam, Strathclyde, and Rozario.

RETURN OF H. E. THE GOVERNOR OF BOMBAY.

THE *May Frere*, with His Excellency Sir Philip Wodehouse on board, is expected to arrive in our harbour to-day. The Governor had, as is well known, intended to make a long stay in Katty war, but the critical state of affairs at Baroda has rendered desirable his immediate return to the seat of Government.

DEPARTURE OF TROOPS FOR BARODA.

YESTERDAY afternoon the troops which arrived here from Poona on Friday night left Bombay for Baroda. Mr. Souter reached Calcutta on Monday evening, and late the same night orders came to Bombay from the Governor General that the troops were to be moved on without delay to Baroda. It is inferred from the issue of these orders that the dethronement of Mulharrao has been resolved upon; but the proclamation will probably not be published for a day or two yet. The special trains with the troops will reach Baroda early this morning, and the force will then be ready for work; but it is not considered likely that there will be any disturbance, as Mulharrao has already, it is understood, intimated to Sir Lewis Pelly his readiness to give himself up. What he may do, however, when he sees his chief courtiers arrested, and when he himself is told to leave Baroda, is another matter; and the Government has acted wisely in taking precautions, for, although the people of Baroda long for a change, there are thousands of desperate characters who would like nothing better than a row. The two Railway Companies were warned a few days ago to have rolling stock in readiness for the conveyance of the troops, and we understand that the B. B. and C. I. Company have had guards put on all the bridges in the Gaekwar's territory, and that from Surat to Baroda a pilot engine will precede the first of the four trains from Bombay to see that the road is clear. It is not forgotten that the late Gaekwar was nearly killed at a bridge near Baroda by the train in which he was travelling being thrown off the line; and that Mulharrao, then the next heir, was suspected of knowing more than could be brought home to him of this attempt to open for him a short cut to the throne. Another precaution taken by the Railway Company is the supersession of the station master at Baroda by the station master at Surat.

Early yesterday morning an experiment was tried at Boree Bunder to ascertain how long it would take to put the men in the trains. Brigadier General Gell, commanding the Presidency Division, attended by the Divisional Staff, rode on to the General Parade Ground on the Esplanade punctually at 6 30 A.M., when "the alarm" was immediately sounded. The troops were promptly under arms, when a Division of D Battery 9th Brigade R. H. A. and a detachment of H. M. 7th Fusiliers were told off for service, and immediately marched to the Railway Station at Boree Bunder, where a train was in readiness for their reception. The men were all in full marching order, and the horses, baggage, and all other equipments accompanied them. In exactly three quarters of an hour from the time of the alarm being sounded the whole force was embarked. The guns, it may be mentioned, were already in the trucks as they arrived from Poona. The time occupied may be thus divided: 15 minutes in getting saddled, accoutred, mounted and reaching the Railway Station, and 30 minutes in loading up men and horses, for two guns complete with wagons and carriages, 44 men, 45 followers, besides 145 Infantry with their baggage, &c. The Division of Artillery was under the command of Major Hall and Lieutenant Sharland, R.A., and the Infantry under Colonel Herbert, Colonel Maude and Captain Clarke, and the arrangements for embarking the troops were under the immediate supervision of Major Sexton, Assistant Quarter Master General. The experiment was considered satisfactory by the Brigadier General, and it was deduced therefrom that, as the 15 minutes occupied between the camp and the Railway Station would not be required for the remaining two Divisions of the same strength (they would have arrived while the first was loading up), the whole Battery and Wing of Infantry with all their belongings might be despatched in an hour and a half from first to last. The result of the afternoon's operations did not quite justify this expectation, but we believe that some extra time was consumed by delay with the first train and by Commissariat arrangements which, perhaps, could not well be avoided on so short a notice.

The following memorandum shows the arrangements made in the afternoon for the despatch of the Troops, the composition of the several trains, and the troops conveyed by each:—

1st train consisting of—1 saloon carriage, 5 second class, 5 compartments, 12 horse-boxes, 1 third class, 2 gun trucks, 2 wagon trucks, 2 brakes—total 25 vehicles; accommodating 5 officers and 145 men of the 2-7th Fusiliers, and 2 officers and 55 men of the Royal Artillery, 36 horses and 40 followers.

2nd train consisting of—1 large composite carriage, 5 second class of 5 compartments, 12 horse-boxes, 1 third class, 2 gun trucks, 2 wagon trucks, 2 brakes—total 25 vehicles; accommodating 2 officers and 160 men of the 2-7th Fusiliers, and 1 officer and 44 men of the Royal Artillery, 36 horses and 40 followers.

3rd train consisting of—1 large composite carriage, 2 second class of 5 compartments, 1 ditto of 4 compartments, 13 horse-boxes, 1 third class, 2 gun trucks, 2 wagon trucks 1 forge truck, 2 brakes—total 25 vehicles; accommodating 2 officers and 79 men of the 2-7th Fusiliers, and 2 officers and 44 men of the Royal Artillery, 39 horses and 40 followers.

4th train consisting of—1 small composite carriage, 1 third class carriage, 11 wagons camp equipage, 1 ammunition van, 1 spare waggon, 1 store waggon, 1 store cart, 7 cattle vans, 2 brakes—total 26 vehicles; accommodating 1 officer, 16 men and 40 followers.

Total strength leaving (men only)—2-7th Fusiliers—10 officers, 409 men, 1 apothecary, 3 horses. Royal Artillery—5 officers, 143 men, 1 apothecary, and 108 horses.

The news soon spread abroad in Bombay that the troops were on the move, and crowds of people gathered about the terminus to see them start. Four trains had been got ready, each composed of 25 vehicles, or 100 vehicles in all; and the troops were a complete battery of field Artillery, with its Field Service equipment of horses, guns, wagons, and followers complete, and a full wing of British Infantry, strength as given in the foregoing memorandum, with followers, hospital equipments and medical stores, commissariat establishments, and rations for men and horses for one day. A Reserve of Ammunition for Artillery and Infantry, besides Commissariat Porter for the troops, accompanied, and also camp equipage for the whole force.

The order for the move was issued in the Camp at 2 P. M., but there was a delay on arrival at Boree Bunder, owing to the first Train not being ready; notwithstanding this delay, the first Train started at 3-10 P. M., the 2nd Train at 4, the 3rd at 5, and the 4th Train at 5-55 P.M.

The Horse platform is very limited, and indeed so is all the space at the disposal of the military authorities at Boree Bunder, thus necessitating a good deal of shunting and allowing of only 8 Horse boxesbeing loaded at the same time. Notwithstanding these drawbacks, it will be seen that the work was done under four hours. The expeditious manner in which the troops were despatched reflects the highest credit on General Gell and MajorSexton, A.Q.M.G., who were both present till the last train left the station. Mr. Conder, General Traffic Manager G. I. P. Railway, and Mr. Keily, personally superintended the work of preparing and dispatching the troops. Mr. Currey, Agent B. B. and C. I. R., was also present on the platform, and Mr. Duxbury, Traffic Manager B. B. and C. I., went on with the first train from Dadur Junction to Baroda.

The camp on the Esplanade was in the meantime struck, and the tents removed into the Grand Arsenal, so that it is certain no more European troops are under orders for Bombay.

Simultaneously with these movements a Native Infantry Regiment from Ahmedabad was moving on Baroda, distant only 4 hours by rail.

Colonel H. E. Jacob, Staff Corps, now commanding at Baroda, will be senior officer of the whole force. Lieut.-Colonel Herbert, commands the Fusiliers, and Major Hall the Artillery.

LAST Saturday's *Gazette of India* contains some alterations in form M. (Pay Certificate) Cein the appendix to the Civil Leave Code.

THE Government of India have sanctioned the return, at the public expense, if desired by the owners, of Doolies for Army use sent to Calcutta for exhibition.

HER Majesty's Government has been pleased to confirm the recognition, by the Government of India, of Mr. Richard Macallister as Deputy Consul General for the United States of America at Calcutta.

NAWAB GOLAM HUSSON KHAN BAHADOOR, C.S.I., Native Commandant of the 15th Mooltani Cavalry, has been appointed an extra Aide-de-Camp on the Personal Staff of the Right Honorable the Commander-in-Chief.

IN recognition of the good services rendered to Government by Resseldar Urbel Singh, of the 13th Bengal Lancers, the Viceroy is pleased to confer upon him the title of "Rai Bahadoor," as a personal distinction.

THE actual receipts on ten sales of Bengal opium and nine months' duty on Malwa opium amounted to £6,718,152, exceeding the estimate by £710,070. Of this excess Bengal has credit for £306,762 and Bombay for £403,308.

ARSALLA KHAN, the Gilzai, Chief, the Lahore paper hears, is continually urging the Amir to release Yakub Khan, averring that by keeping him in imprisonment he is only running greater risks, with no corresponding advantages.

THE French steamer Moreno, Captain Thomas, which left Rio for Havre on the 15th November, with a valuable cargo, including 10,000 sacks of coffee, grounded the same evening at Ponta Galheta, on one of the Marica islets and became a total wreck. All lives on board were saved with difficulty.

THE reason said to have been given by the Afridis for carrying away the Band Master is, the Lahore paper learns, that the Deputy Commissioner would not receive their several petitions which they sent in, and they thought that by carrying away an European they would be taken notice of.

WITH the sanction of Her Majesty's Secretary of State for India, the Governor General in Council is pleased to rule that when a Civil Officer of Government on leave out of India is detained on duty, his allowances during the period of such detention shall not exceed two-thirds of his pay in India.

THE Governor General in Council directs that the following rule be added as Section 7 A to the Civil Pension Code:—Two officers may not count service for pension simultaneously in respect to one office. *Example.*—An officer appointed to an office substantively *pro tempore* in place of an officer deputed temporarily to fill a non-pensionable office, may not count his service in such appointment for pension, unless the deputed officer vacates for the time his claim to pension in respect to his own office."

THE news from Acheen so far received is not encouraging. The neighbourhood of the Kraton had been flooded, and after the water subsided the exhalations from the wet mud had seriously affected the health of the Dutch troops no less then 1,100 of whom were under medical treatment on the 10th ultimo. H. N. M. S. *Watergeus* had been despatched to the West Coast with an ultimatum to the refractory petty states there, which are nominally under the Dutch flag, but returned to Great Acheen on the 16th inst., with an unsatisfactory report of the results of her mission.

THE *Japan Mail* of the 5th December says:—A telegram was received this morning that the evacuation of Formosa by the Japanese troops was completed on the 3rd inst., salutes were exchanged and a Chinese camp was established. The accounts of foreigners who have been with the Japanese during the time they held possession of the island seem to agree that the persons and property of the peaceable natives have been respected, outrages of every kind were rare, if indeed any occurred, while supplies drawn from the country have been paid for with punctuality and exactness. These are unusual features in Asiatic warfare.

In recording certain papers received from Mr. Vanstavern relative to his coal boring operation near Juggiarpett, the Madras Government directed the Superintending Engineer in charge of the Kistna District to instruct Mr Vanstavern to continue his borings till it is beyond doubt that coal is not to be met with in that locality at any such depth as anticipated by Colonel Applegath. At the same time, Mr. Vanstavern is to go on with his thorough exploration of the whole country shown in Colonel Applegath's map. The Government think that there is no hurry to recommence work at Beddadanole in the absence of proper tools, for which it has been found necessary to send home.

THE Governor General in Council directs that the following be inserted as rule 4 under Section 41 of the Civil Pension Code—"When an officer is deputed out of India on duty, the whole period of his absence from India counts. When an officer on leave out of India is detained on duty, the period of such detention counts." The Governor General in Council also directs that the following be inserted as (*g*) under Section 2 of Supplement A to the Civil Pension Code, and as (7) under (*a*) in Section 7 of the Civil Leave Code, respectively:—"Period of absence from India in the case of an officer deputed out of India on duty. Also, when an officer on leave out of India is detained on duty, the period of such detention."

THE *Englishman's* weekly writer says:—The Bombay Chamber of Commerce has out-heroded Herod on the question of our customs duties, and resolved to prefer a petition to the Government of India which is simply a *reductio ad absurdum* of the claim put forward by Manchester. The Chamber want the Government to give up not only the import duties on cotton goods, but a host of others, great and small, as well as the export duties on all goods, except those in which the mercantile world on this side of India is especially interested. If their prayer were granted, of course the Calcutta Chamber would be bound to step in and demand the abolition of all the other export duties, and the custom-house would be for sale.

THE Right Hon'ble the Commander-in-Chief has had under consideration the returns of native army schools previous to the commencement of the present drill season. The total number of soldier students and their sons on the books of fifty-one regimental schools was on the 1st October last 5,239. The average daily attendance on that date was 4,129. There were on that date voluntarily attending—Non-commissioned officers 175. Trained soldiers 1,322. Sons of ditto 680. Sons of non-military employés 63. Total 2,340. The Punjab furnished 2,338 pupils, of whom 1,159 were Sikhs, 753 Mahomedans, and 426 Hindoos. The North West Provinces contributed 1,284 soldier students, of these 1,065 were Hindoos, and 219 Mahomedans. Oudh added 503 scholars, 419 of whom were Hindoos, and 84 Mahomedans. Nepal supplied nearly all the remaining pupils, 373.

MONTE CHRISTO'S escape from the sack in which he was flung into the sea from Chateau d'If has, according to the *Graphic*, been imitated by an ingenious Persian. Having incurred the displeasure of a high functionary at Shiraz, Mohammed Mirza was condemned to be fastened up in a sack with a viper, a cock, and a cat, and after an hour's time, when this happy family had improved their acquaintance, the sack and its contents were to be thrown into the river. Fortunately for Mohammed Mirza, his executioners forgot to search his pocket—which contained a small knife. Directly the mouth of the sack was closed upon him and his companions, he cut in half the viper, which was already encircling his leg, the cock and the cat were next despatched, and our Persian occupied the remainder of his hour by simulating a violent fight of the three animals, and giving forth the most excruciating cries of agony. In due time sack and all were consigned to the water and then Mohammed Mirza, speedily freeing himself from the prison, gained the other side of the river, and came post haste to Europe, for the future a voluntary exile from his fatherland.

BOMBAY.

DRIVING FURIOUSLY.—A buggy-wallah was fined Rs. 5 yesterday, by the Senior Magistrate of Police, for driving his buggy at a furious rate, and injuring one Baloo Bapoo.

THE CRIMINAL SESSIONS.—The next Criminal Sessions of the High Court will commence on the 2nd February, and the Hon'ble Mr. Justice Green will be the presiding Judge.

ASSAULT.—A Goanese named Rebeiro, was brought up before the Senior Magistrate of Police, for assaulting another named Fernandez. He was fined Rs. 10 and bound over in the sum of Rs. 100.

CRUELTY TO ANIMALS.—Hurry Nana, a buggy driver, was yesterday fined Rs. 10 at the Girgaum Police Court, by Mr. Dosabhoy Framjee, on being found guilty of torturing his horse on the day previous.

THEFT OF SHOES.—Before the Senior Magistrate of Police, yesterday, a man named Karim Mahomed was sentenced to 14 days' rigorous imprisonment for having stolen a pair of shoes belonging to one Noor Ali.

ACCIDENT.—One Sonoo Luximon, employed at the new Sailors' Home building, fell off from the second story and sustained serious injuries on Monday. He was removed to the J. J. Hospital for treatment.

ROBBING A CHILD.—One Byramjee Hormusjee reported to the Police, on Monday, that some person had stolen an embroidered cap from the person of his child whilst it was playing on the road. Enquiries are being made.

THE RECENT ACTION FOR DAMAGES AGAINST THE B. B. AND C. I. RAILWAY.—The decision of the learned Judges in the matter of the suit for a new trial in the case of Purtab Dajee *v.* the B. B. and C. I. Railway has been postponed to next Tuesday

THE DIOCESAN HIGH SCHOOL.—We learn that the Rev. J. C. Hinkson, B.A. of Trinity College, University of Dublin, is expected to land in Bombay, from England, about the 18th instant to enter upon his duties as Head Master of the Diocesan High School.

EVADING THE BUTCHERS' LICENSE.—One Dawood Kadur and three other Mahomedans were yesterday convicted, by Mr. Dosabhoy Framjee, at the Girgaum Police Court, of carrying on the trade of a butcher without a license from the Municipal Commissioner, and were fined Rs. 5 each.

THEFT.—Dajee Kesso, a noted character, was yesterday sentenced to six months' rigorous imprisonment, by Mr. Dosabhoy Framjee, at the Girgaum Police Court, on being convicted of stealing a currency note, cash and ornaments of the aggregate value of Rs. 44-14-0, the property of Ramjee Thowoojee. Rama Thanoo was also convicted yesterday by the same Magistrate of stealing a leaden pipe belonging to one Uncha Assala, and was sentenced to one month's hard labour in the Common Jail.

BOMBAY NATIVE DISPENSARY.—The total attendance of patients treated during the last month, at the head branch of this institution, Dhobeetalao, was 3,827; of these 1,278 were new admissions. These consisted of 512 Parsees; 479 Hindoos; 207 Musulmans; 68 Christians and 12 other castes, the average daily attendance being 141·73. The following prevailing diseases were registered, viz, intermittent and remittent fevers 478; disease of stomach and bowels including diarrhea and dysentry 316; disease of the air-passages 140; catarrh 29; whooping cough 12; measles 8, and mumps 1.

THE CREW OF THE STUART HAHNEMANN.—On Wednesday the 6th instant, four seamen of the British ship Stuart Hahnemann, were brought up before Mr Cooper, the Senior Magistrate, charged with assault. In the first case Roche, Quinn and Hunter were charged, and in the second Quinn and Wheeler. As all the defendants were then undergoing imprisonment, His Worship said he would have them brought before him on the 12th (*i.e.* yesterday) and give his decision. They were all accordingly brought up yesterday forenoon, but as they had already undergone imprisonment for fourteen days, and had borne good characters previous to this occasion, they were warned and ordered to join the vessel.

ARRIVAL IN BOMBAY OF THE LATE DEWAN OF BARODA.—Mr. Dadabhoy Nowrojee, late Dewan of Baroda, arrived at the Grant Road Station by the B. B. and C. I. Railway on Monday night last, where he was received by Mr Jamsetjee Cursetjee Cama and other Parsee friends. He was accompanied by Mr Bal Mungesh Wagle, late Chief Justice at Baroda, Mr Hormusjee Ardeser Wadia, Chief Magistrate, Mr Kazee Shabudin, Revenue Commissioner, and Mr. Cursetjee Nusserwanjee Cama, a friend of Mr. Dadabhoy, who had been on a short visit to Baroda. We learn that up to the time of his leaving the Baroda railway station Mr. Dadabhoy was treated with the honours due to the rank of Dewan, and that His Highness the Maharaj was present at the station to bid him good-bye, and did not leave until the train had started.

THE following address has been presented to Captain McNabb of the s.s. Colombo:—

BOMBAY, 29th December 1874.

Dear Captain McNabb,

WE the undersigned desire to express our thanks for the great comfort we have experienced on board this ship, and for the kind courtesy displayed in so many ways from the day of our departure to the time of our landing at Bombay.

We take this opportunity of noting our opinion of the excellence of all the arrangements made for us, and the general care by which we have all so largely profited, and more especially would we personally record our sincere appreciation of your continual desire (assisted by the worthy and kind officers under your command) to look to the smallest details affecting our welfare and happiness.—We are, Dear Captain McNabb.

T. Norris Baker, Major Ben, S.C.
Annie T. Baker,
Montague Proctor, Major, Ben S.C.
Annie Proctor,
D. F. Moor Lane, Captain, M.S.C.
Lilian C M. Lane,
E. A. Pembertion, Captain, R.A.
Cecila Pembertren,
Ellen S. Conner,
Arthur Broome, Captain,
Emelie Fairbrother,
Clarence Lightfoot,
Helina Lightfoot,
Addie Parrott.

THE CHIEF ENGINEER OF THE NYANZA IMPRISONED.—On Monday last, before Mr. Nana Morojee Captain Walter Fisher, of the British ship Nyanza, charged the Chief Engineer, David Allan, with wilful disobedience of lawful commands, in having left the ship on Sunday afternoon in spite of the Captain's orders that he should not do so without permission. The Carpenter and Third Engineer of the ship were called and corroborated the statements of the Captain; when the case was adjourned to enable the defendant to procure legal assistance. Yesterday forenoon the case was called on again, when it was found that the Chief Engineer had neither procured legal assistance nor produced witnesses for his defence. According to the instructions given to the Captain, no Officer (so the order runs) or engineer, or any of the crew can leave his ship, at home or abroad, by night or by day, unless with permission asked for and received from the officer in charge. The ship too is never to be left in port, at home or abroad, without one Mate and one Engineer on board. The Chief Engineer in defence stated that he had received permission from Mr. Hutchinson, the Superintending Engineer at home, to go ashore whenever he pleased. This permission, however, was not given in writing; and there was only the defendant's word as to its ever having been given. His Worship therefore attached no weight to the statement. The defendant was asked whether he had any witnesses to call, but he had none, and left his case entirely to the Court, stating that he would have the matter looked into on the vessel's return to England. His Worship censured the defendant and sentenced him to one week's imprisonment. The defendant applied for copies of the proceedings, to enable him to take action when he returned to England. According to the Captain's statement the Chief Engineer had been guilty of continued and studied disrespect and discourteousness on board throughout the voyage; and he (the Captain) was compelled, in his own interests, and to preserve discipline, to institute legal proceedings.

CHURCH AT NASIK.

For several years an appeal has been made in the Annual Report of the Nasik Mission for funds to enable us to build a Church. The sum at first suggested as the probable cost of a Church suitable to our requirements was Rs. 20,000; but as there seems to be no likelihood of so large an amount being speedily raised, it is now proposed to build one for not more than Rs. 12,000.

The Executive Engineer, Col. D. Thomson, R.E., has not only kindly prepared an estimate and plans, but has also most kindly offered to superintend the work himself. This is a favourable opportunity which is not likely to recur; and it is to be hoped that it will not be lost through lack of funds.

The want of a Church does not, it is true, press so much upon the European residents, for the School-room in which service is held does to a certain extent answer the purpose; yet even to them it would be a great acquisition; while by the *Native congregation* it is really urgently needed.

It may not be inappropriate to mention that this is the largest congregation of Native Christians connected with our Church in Western India; and that whereas in other places there are handsome and commodious Churches without any congregation, here in the head-centre of Hinduism there is a congregation but no Church.

For the moderate sum proposed (only £1,200) a substantial and slightly, though of course perfectly simple, Church, can be built, affording sufficient accommodation for rather more than the present population, which numbers, including children, about 450 persons. In order to keep down the expense as much as possible, it has not been thought well to go very far beyond our actual requirements in the size of the Church, though the plan is such as will easily admit of the Church's being enlarged at any time if necessary.

The sum collected in Nasik (chiefly in reply to the present appeal) shows that though we are forced to apply to friends outside for help we have at the same time endeavoured to do something for ourselves.

The total amount as yet collected is Rs. 4,223. It is believed that if the above facts be made public, the requisite sum may soon be raised.

Subscriptions will be thankfully received by the Rev. R. A. Squires, Nasik, or the Rev. H. C. Squires, Robert Money Institution, Bombay.

ROBERT A. SQUIRES,
Missionary, C. M. S.

October 1874.

A gentleman in the Bombay Presidency, has kindly offered Rs. 250 on condition that *Eleven* other subscriptions of equal amount are raised by the 1st of May.

COLABA OBSERVATORY.

Results of Meteorological Observations made at the Government Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., Longitude 4h. 51m. 12·3 East. Height of Barometer above the Sea=37 feet.

	January—1875.						
Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 4 P.M., and 10 P.M.—	4th	5th	6th	7th	8th	9th	10th
	In.	In.	In.	In.	In.	In.	In.
Barometer corrected to 32 deg. Fah.	29·939	·931	·943	·957	·906	·893	·909
Temperature of the Air............	77·1	76·9	77·5	76·3	74·0	73·1	74·7
Wet-bulb Thermometer	68·3	78·6	65·9	65·7	65·6	68·1	63·8
Dew Point.........	63·9	64·6	59·4	59·9	61·0	65·7	66·0
Relative Humidity of Air......	·641	·662	·550	·578	·647	·784	·750
Extent of cloudy Sky (the whole sky clouded=S.)	0·0	0·0	0·0	0·0	0·0	0·0	1·0
Maximum temperature of Air read at 9½ A.M. on following day	83·5	84·2	85·3	83·3	80·2	79·4	79·7
Minimum temperature of Air read at 9½ A.M...	69·1	66·7	70·0	69·0	66·0	67·1	66·7
General Direction of Wind	*a*	*b*	*c*	*d*	*e*	*f*	*g*
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Movement in 24 hours...............	266	259	230	258	198	230	246
	In.	In.	In.	In.	In.	In.	In.
Rain Gauge 4½ feet above the ground	0·00	0·00	0·00	0·00	0·00	0·00	0·00

(*a*) N, NNE, NE, NW, NNW.
(*b*) NNW, N, NE, NW, NNW.
(*c*) NNW, NNE, NE, WNW, NW, NNW, N, NE.
(*d*) NE, ENE, NE, WNW, NW, N.
(*e*) NNE, NE, ENE, NW, WNW, NW, N.
(*f*) N, NNE, NE, NW, NNW.
(*g*) N, NNE, NNW, NW, N.

MONEY ORDER DEPARTMENT.

THE following are the observations of the Governor General in Council on the annual report on the working of the Money Order Department during the year ending 31st March 1874.—The Money Order Offices in active operation decreased during the year from 300 to 293. The reduction is due to closure of offices where the business was insignificant, or where proper facilities could not conveniently be arranged.

The number of orders issued (245,879) fell below the number issued last year (269,435) by 23,556 (8 7 per cent.), and the amount of such orders, (Rs. 1,07,20,240) fell below the amount of orders issued last year (Rs. 1,29,21,632) by Rs. 22,01,393 (17 per cent.)

The number of orders paid (245,685) was less than the number paid last year (268,268) by 22,583 (8½ per cent.), and their amount (Rs. 1,07,65,722) less than the amount paid last year (Rs. 1,29,37,545) by Rs. 2,17,21,823 (16 8 per cent.)

The revenue of the Department (Rs. 1,33,595) was less than the revenue last year (Rs. 1,55,331) by Rs. 21,716 (14 per cent.) The expenditure, including percentage for pensions and furlough allowances and extra allowances to clerks (Rs 70,430), was less than the like expenditure in 1872-73 (Rs. 96,944) by Rs. 26,514 (27 per cent.), and the net profits (Rs. 63,165) exceeded the net profits of the foregoing year (Rs. 58,337) by Rs. 4,828 (8¼ per cent).

The profits shown for the year 1872-73 in the 7th paragraph of the report (Rs. 67,612) differ from those entered in the table contained in the 16th paragraph and used in the foregoing comparison (Rs. 58 387) by Rs. 9,225 the amount of the percentage chargeable in 1872-73 for pensions and furlough allowances. Again, to the charges for 1873-74 entered in paragraphs 7 and 16 of the Comptroller General's report (Rs. 66 720) the sum of Rs. 3,660 has been added, being the amount paid to clerks in the interior for money order duties during the year. Both these discrepancies are explained in paragraphs 19 and 20 of the report, but it would have been better it they had been eliminated from the tabular comparisons which, as they stand are vitiated.

The profit of the year is larger than it has been in any year excepting 1870-71, and the charges are less than they have been since 1866-67. This is owing to the discontinuance of the payment of commission to the agents in the interior. In other respects, however, the transactions of the Department show a considerable retrogression—the number and value of orders issued and paid being much less than during the years 1871-72 and 1872-73. This is attributed to the free general supply of currency notes to the public which was practicable while the cash balances were high. When currency notes are available for remittances, people prefer to use them rather than pay commission for money orders. In harmony with this explanation is the fact that the value of the transactions of the Department decreased much more than their number—the average value of each order issued having decreased from Rs. 48 to Rs. 43½. This is so far satisfactory; the Money Order Department is designed to facilitate petty remittances, not to supersede mercantile methods of remitting large sums.

The decrease in the business of the Department and in the average value of each order appears to be general in all provinces. The average value in Berar (Rs. 69) continues much in excess of that in any other province. The explanation given (the comparative absence from Berar of currency notes) hardly seems sufficient to account for this; the transaction in the province are, however, unimportant.

The statement contained in paragraph 16 shows a net profit of Rs. 4,09,248 upon the entire operations of the Department since the year 1862-63. But, as remarked last year, nothing is debited to the Department for rent of Government buildings, interest on capital employed in the business, superintendence, and the movement of funds.

It would be difficult, perhaps impossible, to value these items in figures, and it has not been thought worth while hitherto to attempt it. But the real profit of the Department is probably very small, too little indeed to warrant the maintenance of the Department except for the convenience that it affords to the public.

It is satisfactory to learn that there has been only one instance of embezzlement this year.

The Governor General in Council is glad to know that the differences between the imperial books and those of the Department have been reduced to only Rs. 60,000. Efforts must not be relaxed until the remaining differences are thoroughly accounted for.

EUROPEAN AND OTHER EXTRACTS.

THE GEOGRAPHY OF THE CANADIAN DOMINION.

SINCE 1871 engineering parties have been conducting an exploratory survey of the interior of the Canadian Dominion for the purpose of determining the best route for the proposed Canadian Pacific Railway, which is to connect the existing network of Canadian lines from their inland terminus a little to the westward of the city of Ottawa with some point on the Pacific coast, and thus to bring British Columbia into immediate communication with the Atlantic provinces, and at the same time open up the central territory to colonization. As will readily be understood, the parties thus employed have collected much interesting information respecting the geography of little known parts of the Dominion, and some of this information has been embodied in a report addressed at the beginning of this year to the Canadian Minister of Public Works by Mr. Fleming, the engineer-in-chief of the line.

The vast country explored by the surveying parties extends, as we have said, from the neighbourhood of the Canadian capital, in the 76th degree of west longitude, to the Pacific Ocean, a distance of 2,700 miles, and it varies in breadth from 300 to 500 miles. Thus, in round numbers, it covers an area of one million square miles—about equal to the superficies of Germany, Austro-Hungary, France, Italy, Spain, and Portugal. And it consists of three great regions with very broadly marked distinctive features. The western region, bounded on the north by Alaska, and on the south by the United States Territory of Washington, measured as the crow flies, is about 550 miles long, but the coast is deeply indented by great arms of the sea, and consequently Mr. Fleming thinks the actual coast line will be found to be several thousand miles in length. In breadth, the region is from 400 to 600 miles. It consists of two distinct mountain ranges. The Cascade Range rises abruptly out of the sea to an average height of from 5 000 to 8,000 feet above the sea level—say a mile to a mile and a half, but some of its central crests are at least twice as high. Its breadth averages a hundred miles. This chain is a continuation of the Sierra Nevadas of California. Separated from the Cascade Range by a broad and elevated plateau runs the main chain of the Rocky Mountains, which, beginning in Mexico, intersect the United States, pass through British America at a distance of from three to four hundred miles from the Pacific, enter Alaska, and finally branch off to Behring's Straits. The height of these great mountains within the Dominion averages about 8,000 feet above the level of the sea, but the central peaks enter the region of eternal snow, and some of them are estimated to attain an elevation of 15,000 feet above the sea level. The breadth of the chain varies from 100 to 200 miles. The interval between the two ranges, as we have said, is occupied by an elevated plateau from 3,000 to 4,000 feet above the level of the sea, which is broken by rocky ridges, intersected by deep river channels, and dotted over by frequent lakes. Off the coast lie Vancouver's Island and the Queen Charlotte's, besides several smaller isles. The climate of these islands Mr. Fleming compares to that of the British isles. They have all independent and lofty mountain ranges, and they possess in profusion coal and iron. The coast of the continent is indented by innumerable "long, rock-bound, deep-water inlets, or fiords, running far into the Cascade Mountains. They are of great depth, at places reported fathomless. Many of them pierce the mountains to such an extent that the largest ironclads afloat could steam from the coast line, in some cases, eighty miles into the very heart of the Cascade chain."

The second region is a continuation of the great continental plain which stretches from the Gulf of Mexico on the south to Hudson's Bay on the north; and within the Dominion it presents the shape of a huge isosceles triangle, the legs being formed by the Rocky Mountains on the west and the United States boundary line on the south, while the base is determined by a series of great lakes, almost rivalling in size those on the course of the St. Lawrence. These lakes beginning with the lake of the Woods on the international boundary line to the south-east of Fort Garry, run in a north-westerly direction up to the Mackenzie River. This base is about 1,500 miles in length, while the legs are somewhat less than a thousand, and thus the triangle may be compared in extent to France and Germany added together. The region is a vast prairie, broken occasionally by terraces and low hills, and it slopes gently from its apex, where the Rockey Mountains enter the Dominion, at which point it is above 4 000 feet above the sea level, to the lake line already referred to, where the height is under a thousand feet. Where it borders upon the United States the soil is in many parts barren, and about Fort Garry there is much swamp and saline marsh; but in general the land is extremely fertile, well adapted for the growth of wheat and barley, and affording as fine pasturage as the world can show. The climate is described as milder, not only than in the older provinces of the Atlantic seaboard, but even than in Minnesota, which lies so much to the south; the explanation of this latter fact being the higher level of the American State. Although the country is now almost barren of trees, there are evidences that at no distant period it was well wooded, and it may become so again, to the great advantage of the soil and climate, if a stop be put to the frequent fires which now sweep it bare.

The third and last region lies between the vast prairie now described and the province of Ontario. Along the shores of Lakes Superior and Huron, for a depth of between forty and seventy miles, the face of this tract is hilly and rugged, the average elevation being about 2,000 feet. Behind this belt of hills the country is flat. There are evidences that the region is rich in mineral ores, and it is an almost unbroken forest, the timber of which is every year becoming more valuable. But agriculturally the soil is poor and unpromising. The most remarkable physical feature of the region is the innumerable streams and lakes by which it is intersected. "So numerous are they that an Indian in his canoe can travel in almost any required direction by making an occasional portage." It will be seen now that the country surveyed includes no part of what used to be called Upper and Lower Canada, nor of the Atlantic maritime provinces, and that northwards it does not extend generally above the fifty-fifth degree of north latitude. Although, then, it covers an area of a million square miles, it comprises only a portion of the Canadian Dominion.

If we remember rightly, it is Mr. Shaw, in the narrative of his journey to Kashgar, who observes that the principle watersheds of Asia are determined not by great mountain ranges, as we should expect, but by elevations so slight as to be almost imperceptible. A precisely similar remark applies to the North American continent. A line which corresponds pretty closely with the boundary between the United States and the Canadian Dominion divides the continent into distinct drainage basins. The natural and the artifical lines of separation do not quite coincide, as the Red River of Manitoba rises well within the United States. But, except in that point, they may both be roughly said to be determined by the 49th degree of north latitude. The Mississippi and its great tributary, the Missouri, both rise south of that degree, as do all their tributaries, while the Saskatchawan, the Assineboine, the Albany, and so on, have their sources either almost upon the degree or north of it. The watersheds of the Dominion are three, draining respectively into the Atlantic, the Pacific, and the Arctic Oceans. The western watershed is in general determined by the central crest of the Rocky Mountains, but it is not so always. In about latitude 56 deg. the Peace River finds a passage from the western to the eastern side of this great chain, thus affording a fresh illustration of the truth of Mr Shaw's observation. The prairie region and most part of the woodland region described above, drain into Hudson's Bay and the Arctic Ocean, while the older provinces generally, and a small part of the woodland region drain into the Atlantic. We have hitherto been accustomed to regard the great lakes and the River St. Lawrence as the main channel through which the waters of the Dominion are carried to the ocean. Mr. Fleming's report shows this to be a complete mistake. "While about one-fifth of the whole area drains through several channels into the Pacific, and twenty per cent. of the whole drains towards the north, the St. Lawrence basin only occupies about one-tenth of the whole territory." Even more surprising is the smallness of the area which feeds the great lakes. Quite close to the western shore of Lake Superior, the most westerly of those lakes, the water flows not into that great inland sea, but into Winnipeg, far to the north-west. Again, "Lake Nipigon is the most southerly reservoir of the St. Lawrence basin, the brim of which is here extended 120 miles north of Lake Superior." But it immediately narrows again, and "a few miles to the east of Lake Nipigon the brim of the basin curves round until it reaches a point within twenty miles of Lake Superior. North of this point the water flow to Hudson's Bay."—*Pall Mall Budget.*

SAMPLES OF FRENCH LEGISLATION.

Marshal MacMahon recently signed a decree to regulate more minutely the form of procedure in military executions. The condemned man is always to kneel in future; his eyes are to be invariably bandaged; the precise aim to be taken by the firing party is specified, and even the distance at which the *coup de grace* must be given is not omitted in this strange document. The painful scenes which the plain of Satory has too often witnessed since the suppression of the Commune had doubtless impressed the authorities at the French War Office with the unsatisfactory nature of the method of inflicting the last penalty of the law for military offences as hitherto practised. Yet certain minute provisions of the President's decree, which there is no need to repeat, would seem to have scarcely any other origin than that passion of our neighbours for order (of a kind) and prescribed forms which loves to arrange in detail the action of the State on every occasion, and will not allow even a criminal to leave this world without due attention to a ceremonious etiquette. The same care was bestowed on the question of civil executions by the first National Assembly of France. The curious may find an interesting account of its labours in the late Mr. Croker's Essays on the French Revolution.

Among the grievances of the people in 1789, if Democratic orators are to be believed, was the privilege "enjoyed" by nobles of being beheaded, while their humbler fellow subjects were hanged. Another opinion of the day censured the old-fashioned prejudice which visited the poor innocent family of a criminal with some share of his disgrace. Five years previously the Society of Arts at Metz had proposed this ethical question as the subject of a prize essay, among the competitors being M. Robespierre. But the rights of convicts were to find their principal advocate in the person of one Dr. Guillotin, a deputy for Paris, who enjoyed the reputation of a sincere philanthropist. On the 10th of October, 1789, he moved in the National Assembly the following series of resolutions:—1. Crimes of the same kind shall be punished by the same kind of punishment, whatever be the rank of the criminal. 2. In all cases (whatever be the crime) of capital punishment, it shall be of the same kind—that is, beheading—and it shall be executed by means of a simple mechanical contrivance. 3. Crime being personal, punishment, whatever it may be, of a criminal shall inflict no disgrace on his family. 4. No one shall be allowed to reproach any citizen with the punishment of one of his relations; any one presuming to do so shall be reprimanded by the judge, and this reprimand shall be posted up at the door of the delinquent, and moreover shall be posted against the pillory for three months. 5 The property of a convict shall never nor in any case be confiscated. 6. The bodies of executed criminals shall be delivered to their families if they demand it; in all cases the body shall be buried in the usual manner, and the registry shall contain no mention of the nature of the death. The discussion, however, on Dr. Guillotin's proposals did not come off till the 1st of December. Article 1 was carried almost without a dissentient voice. On the motion that Article 2 should be adopted, the Abbe Maury objected to decapitation as a general punishment, lest it should tend to deprave the people "by familiarizing them with the sight of blood," a mournfully prophetic remark, though little heeded at the time. But the debate was brought to an abrupt conclusion by the too ardent zeal of Dr. Guillotin for the mechanical contrivance on which he had bestowed so much thought in the interests of humanity. Reprobating the barbarous and cruel process of hanging, "Now," he exclaimed in a tone of triumph, "with my machine I whip off your head in a trice, and you never feel it." An inextinguishable roar of laughter cut short the speaker and the sitting together. Honourable members little guessed they were making merry over the fate of many of their number. Still, Dr. Guillotin's proposals were not forgotten, and the last four were carried by acclamation on the 21st of January, 1790 in vindication of the great principle that a criminal's guilt casts no reflection upon his family. The circumstances were these: Two brothers of the name of Agasse, printers and proprietors of the *Moniteur*, were convicted of forgery of bank-notes, and sentenced to be hanged. The youth and antecedent respectability of the parties excited a good deal of public sympathy on their behalf. This feeling, however, did not find vent in petitions for their pardon, but in a determination to assert, in the most solemn manner, the new-found truth that "the crime does not disgrace the family." Accordingly, three days after the acceptance of Dr. Guillotin's proposals by the National Assembly, a piece of cruel foolery, as Mr. Croker mildly terms it, was enacted. It may be related in his own words:—

The battalion of National Guards of the district of St. Honore, where the Agasses resided, assembled in the grand parade; they voted an address to M. Agasse, the uncle of the criminals—first, to condole with his affliction, and, secondly, to announce their adoption of the whole surviving family as friends and brothers; and as a first step they elected the young brother and younger cousin of the culprits to be lieutenants of the grenadier company of the battalion, and then, the battalion being drawn up in front of the Louvre, these young men were marched forth, and complemented on their new rank by M. de Lafayette, the Commander-in-Chief, accompanied by a numerous staff. Nor was this all: a deputation of the battalion were formally introduced into the National Assembly and were harangued and complimented by the President on this touching occasion. They were afterwards entertained at a banquet, at which Lafayette—then in more than royal power and glory—placed them at his side, and "*frequently embraced them.*" They were also led in procession to St. Eustache and other churches, and paraded with every kind of ostentation to the public gaze. A public dinner of six hundred National Guards was got up in their honour; numerous patriotic and philanthropic toasts were drunk and then, in an *ivresse*, not altogether of wine the newspapers say, but of patriotism and joy, the two youths were marched back through half Paris, preceded by a band of music, to the house of the uncle, where the rest of the Agasse family, old and young, male and female came forth into the street to receive the congratulations of the tipsy crowd. Can we imagine any greater cruelty than the making a show of the grief of these unhappy people, and thus forcing them to celebrate, as it were—in the incongruous novelties of gold lace and military promotion and public exhibitions—the violent death of their nearest and dearest relations?

On the 8th of February the brothers Agasse were led forth in a kind of triumphal procession and hanged, for as yet the guillotine was not. Indeed the question as to whether capital punishment should be retained under the new Constitution had not yet been decided. On the 30th of May, 1791, it was settled in the affirmative, notwithstanding a fervid protest from M. Robespierre against the shedding of human blood in any possible case or under any circumstances whatever. On the 6th of October, 1791, the new penal code became, as it continues to be, the law of France. Its second and third articles (tit. 1) are as follows:—2. The punishment of death shall consist in the mere privation of life, and no kind of torture shall be ever inflicted on the condemned. 3. Every person condemned [to a capital punishment] shall be beheaded. Early in the next year, one Nicholas Jacques Pelletier was condemned to death by the criminal tribunal of Paris for robbery and murder. A difficulty at once arose as to the method of execution, decapitation being now the only legal punishment. The magistrates applied to the Minister of Justice, and the Minister, who was himself to suffer within two years, applied to the Chamber. A memorandum was also laid before the Legislative Assembly from the pen of the public executioner, M. Charles Henry Sanson, which is too long to quote but well worthy of perusal from the good sense, and even delicacy of the writer's observations on the frightful subject of which he is treating. The Assembly referred the matter to a Committee who consulted M Louis, secretary of the Academy of Surgery. On the 20th March the Assembly decreed "That the mode of execution proposed by M. Louis shall be adopted throughout the kingdom." The mode proposed by M. Louis, and which, apparently on the faith of an old print of the "Halifax Gibbet," he declared in his report to have been adopted in England, was neither more nor less than the guillotine. The secretary of the Academy of Surgeons narrowly escaped the honour of having the new instrument called, after him, the "Louison." In truth, neither he nor Dr. Guillotin could lay any claim to the title of inventor, decapitation by a similar machinery being at least as old as the sixteenth century, as numerous engravings and woodcuts testify. It may be added that the popular tradition which affirms Dr. Guillotin to have perished by the invention which bears his name is erroneous. He was thrown into prison during the Reign of Terror for having—so runs the story—rejected with indignation a proposal made to him by Danton to superintend the construction of a triple guillotine. The 9th Thermidor released him and many others, and he lived in obscurity, but not utterly friendless, one is glad to learn. He died in his bed, in Paris, just after the Restoration (May 26, 1814). As for M. Nicholas Jacques Pelletier, it was not till the 27th of April (1792)—more than three months from the date of this sentence—that he was informed that the exertions of Parliamentary Committees, learned societies, and carpenters on his behalf had been crowned with success, and that everything was now ready. The working of the machine amply justified the encomium of its ill-starred eulogist.—*Pall Mall Budget.*

A PHILOLOGICAL PUZZLE.

THE ring-finger, though the weakest in the hand, possesses its peculiar honour and dignity, as ladies will allow. Indeed, it has been held to be typical of their sex. An old writer describes the human hand as representing the life of the universe. The thumb stands for the Deity, without which the whole hand is powerless. The forefinger is likened to the angelic creation, the middle finger to man, the ring-finger to woman, and the little finger to the animal kingdom. These similes, if not very felicitous, are sufficiently quaint. In many other ways the hand has been supposed to be emblematic. This symbolism has penetrated to the nursery. A nurse will make a child put its two palms together, knitting them by closing the two middle fingers. In this position the child is told to separate the two thumbs, which it does with ease, and thereupon is told that "brother and sister may part." It is next asked to separate the forefingers, which also it easily does, and is informed that "father and son may part." Then it is required to separate the two little fingers, and upon doing this is told that "mother and daughter may part." It is now told to try and separate the two ring-fingers. This, as the middle fingers are locked together, it cannot possibly do, and is thereupon told that "wife and husband can *not* part." Many other instances might be given of the way in which the human hand is employed by children large and small to symbolize this thing and that. But our present purpose is to draw attention to a curious philological question in connection with the ring-finger. We prefer to call the finger between the middle and little fingers "the ring-finger," as that finger is now generally called the "third" finger; whereas, counting the thumb as a finger, it used to be called—and notably is now called in the Book of Common Prayer—the "fourth" finger.

Professor Hunfalvy is a well-known learned Hungarian savant, who a short time ago was in London and present at the International Congress of Orientalists. This eminent scholar stands alone as an authority on the Turanian languages, of ten of which he is a perfect master. He prepared for the Congress an elaborate paper of great intrinsic value on Turanian subjects, but was unable to read it for lack of time. However, he read an epitome of it before the Turanian section, and then placed it in the charge of Mr. Douglas, of the British Museum, for future publication in the proceedings of the Congress. In this valuable paper there are several important contributions to our knowledge of Turanian philology, but the part of it which possesses most interest for the general reader is that in which Professor Hunfalvy treats of the nomenclature of the ring-finger. It appears that in every one of the ten Turanian languages, from Finland in the west, to Manchuria, the northern portion of the Chinese Empire in the east, that finger is known as "the finger without a name." The Professor expresses in his paper a desire to know whether such was the case also in the Dravidian family of languages, as he had found no mention of the subject in the Dravidian comparative grammar—the standard work on the South Indian languages. Strange to say, the ring finger *is* called "the finger without a name" in the Dravidian tongues; but, stranger still, it appears in those languages not as a Dravidian word, but as a Sanskrit one! In Tamil, Telugu, and Canarese, it appears as *anamika*—"the nameless thing," from the Sanskrit *nama*, a name, with the a privative prefixed. Now how did this peculiar expression find a place both in the Turanian family of languages and in a family of languages so far apart from it as the Aryan? Did the Aryan borrow it from the Turanian, or the Turanian from the Aryan? Then, why should the ring finger be called the "nameless finger?"

These questions being put to one or two Oriental scholars, answers have been received more ingenious perhaps, than convincing. The finger, it has been suggested, is called the "nameless" one because in human hand it appears to exercise no distinctive function. Any surgeon, it is said, will tell a patient that if he must sacrifice a finger he had better part with his ring-finger as he will be certain to miss it less from his hand than he would any one of the others. Then with reference to the derivation of the word used to designate the finger, one Oriental scholar remarked that the term "nameless" as applied to the ring-finger was most probably taken by the Aryan from the Turanian, since the Turanian is especially rich, when compared with the Aryan, in specific terms, while there is a more copious variety of generic terms in the latter. For instance, the genius of the two languages may be thus roughly exemplified:—an Aryan would speak, generally, of a tree; the Turanian would instinctively mention the species of that tree, and refer to it, in conversation or in writing, as an oak, a fir, or an elm, as the case might be. However, whatever may be the true answers to the questions we have brought before the reader, the simple fact as it stands is a most curious one—that in a host of different languages the ring-finger has for ages and ages gone by the somewhat mystic and poetical title of "the nameless thing."—*Pall Mall Budget.*

DARFUR.

As it is scarcely credible that there has been a plébiscite in Central Africa, we infer that the telegram from Cairo, published on Saturday last, announcing that "the entire kingdom of Darfur has accepted annexation to Egypt," must be regarded as a political euphemism. Our readers were prepared for this consummation some days ago, and we shall probably soon receive further details from the seat of war. In the meantime the following notices of Darfur, translated from a recent number of the *al-Jawâib*, supply some interesting particulars respecting that hitherto secluded country, and the possible ulterior consequences of its annexation to Egypt.

Philanthropists generally will be delighted to hear that Darfur has become a component part of the Egyptian territory. That State was fast falling into decay, and its existence profited no one. Its Amir regarded every foreigner with suspicion, and merchants from abroad dreaded to make their way thither, owing to exactions to which they were subjected on the part of its rapacious rulers. Even Europeans have very hazy notions of the country, for some among them have put down the number of its inhabitants at 200,000 others at 250,000, whereas in fact they exceed a million. Although the teritory is extensive and very fertile rearing date-trees and large herds of oxen, horses and camels, it exports nothing except maize and millet. This was doubtless owing to the despotism and cupidity of its rulers who regarded the entire produce of the land as their personal property, thereby depriving their subjects of all incentive to industry or even to trade. 'In consequence of this deplorable state of things, the people were content to live in the most abject wretchedness, and to prefer want to being robbed. Similar outrages are perpetrated by the Sultans of Burnu and Hafnu, or 'Afnu, insomuch that the idea is beginning to prevail that the oppressed subjects of those rulers, as soon as intelligence reaches them of the justice of the Khedive's administration at Darfur, will find their way thither; also that African merchants generally will flock to it from all parts so that it will soon become a flourishing centre for trade. The capital of Darfur is at al-Fashir, although in some European books it is said to be Dadi—another proof of how little is known on the subject. It possesses another populous town, the houses of which are built of brick, called Kuba, situated one day's journey south of al-Fashir. It is a market or fair, resorted to by merchants for the disposal of their slaves and grain which they barter for wares, as coin is unknown among them. This town is surrounded with pleasant gardens, abundant fresh water, and a very rich soil. Two days' journey therefrom is another town, called Kabkabiyyah, and to the left [east] of that, fifteen days' further south, are the confines of the Territory of Wadi, which some call Barku, measuring three days' journey in extent. Three days beyond that again is another town named Absham; then a day and a half farther still the town of Nimru, which is a centre of trade. Four days' onward is a large lake, called the Lake of Shadi (Chad?) which divides Wadi from the territory of Burnu. The population of the last-named kingdom numbers two millions, and its capital which is called Kuka, contains about 25,000 souls. It is surrounded by a high wall, and is situated in a very fertile district, producing horses, cattle, and sheep. All the rulers of these districts are Muslims, and the learned among them speak Arabic. The entire population may be set down at twenty millions, all professing Islam, which teaches abstention from oppression and wrong; nevertheless, owing to the general ignorance prevailing, they may be likened to fish, the big fishes feeding on the smaller fry. However, now that the Government of the Khedive is established at Darfur, one of two things must happen: either the inhabitants of those regions will of their own accord become subject thereto, or they will be led, on seeing the prosperity which has attended the annexation of Darfur, to insist on a more equitable administration on the part of their rulers and governors.

The following is a summary of some further intelligence published in the same number of the *al Jawâib*, from its correspondent at al-Khartum:—

A number of prisoners taken in the recent engagements between the Egyptian troops and Darfurites had been liberated by the Governor of the Sudan. These, together with the representatives of fifty tribes from different districts who had come in to tender their submission to the Khedive's Government, were awaiting the capture of Darfur in order to migrate and establish themselves there. A telegram had arrived from Zabir Beg, who was then posted at Shanka, calling for additional troops, which were forthwith despatched to him. It was also stated that the rulers of Burnu and Barku had sent detachments of armed men to aid the Amir of Darfur against the Egyptians. More trustworthy information, however, reported that the Amirs of those places had become independent, the latter about five years ago, and the former a long time previously. From al-Fashir, the capital of Darfur, to Barku is a distance of nineteen days' journey, and its ruler is named Sultan Aly. From that place to Burnu is four days. A few days ago (writes the al-Khartum correspondent) the eminent German, Dr. Nachtigal, arrived here. He went into Central Africa in 1869, and among other places, to al-Wadi, carrying with him a number of presents from the Emperor of Germany, then King of Prussia. He reached al-Wadi safely, delivered the presents to the Amir, met with a courtesy at his hands such as was never vouchsafed to any European hitherto and succeeded in penetrating into districts hitherto untrodden by foreign travellers. In my estimation he deserves much greater praise than Baker and other celebrities; nevertheless, the European journals thus far have not recognized his merits. Doubtless, on his arrival at home his discoveries will be properly appreciated.—*Pall Mall Budget.*

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FRENCH VIEWS OF THE ARNIM TRIAL.

[TIMES' CORRESPONDENT.]

PARIS, TUESDAY, DEC. 15.

With regard to the Arnim trial, which has provoked so much feeling in many quarters, the French papers, to their honour be it said, have given proof of admirable discretion by avoiding everything which could lead to reclamations from abroad, and by merely making capital of its incidents for the purpose of drawing conclusions as to each other's disadvantage according to their respective Parties. Those, for instance, which are styled Conservative have laid stress on Prince Bismarcks expressions as to the Republic, while others have vigorously attacked the Bonapartist Party, which, according to the correspondence produced at the trial, was the only one which had openly solicited the support of Germany, and had not inscribed the word "Revenge" on its flag. The enemies of the empire give vent on this point to their more or less legitimate indignation. They urge that the Empire alone was debarred from soliciting the support of Germany; that it alone, as the cause of Sedan, ought to have placed "Revenge" in the frontispiece of its programme. The Monarchists, again, would like to turn the trial to their own advantage. They would like to point out that in speaking of them alone did Prince Bismarck allude to the possiblity of alliances and of an amicable intercession by Europe; but they are singularly embarassed. They know that they cannot hope by means of the Press to convince people that their accession to power is what the German Chancellor most dreads; that they alone can aspire to alliances and produce a moral influence on the attitude of the German Empire. The French papers are so inseparably identified with the opinions they represent that they have no chance of exerting any influence beyond the Circle whose policy they defend. It does not enter into anybody's head that a Radical paper can have Legitimist readers, or that the opinion defended by a Legitimist journal can penetrate among those composing the Republican Party. It is useless, therefore, for the Monarchists to try and make capital out of the Arnim case by newspaper articles. From the Tribune alone can they teach the country that being the Party the least encouraged by the German Chancellor, they have a greater claim than any other to the confidence of the nation. The Monarchical Party, however, has not in its ranks a single man of undoubted ability who has not been compromised with one or other of the Governments which have succeeded the Second Empire. It would be difficult, however, for them to find outside those who belong to them, but who have belonged also to one of those Governments, a man sufficiently calm and authoritative to be willing to render them from the Tribune the kind of involuntary justice which Prince Bismarck has done them. It cannot be expected, therefore, as has been remarked today that this Party will raise a debate in the Chamber which would give it an opportunity of showing the country the consequences foreseen by the Prince in the event of a Monarchical Restoration.

Although, however, the papers and the Tribune are silent, it is none the less interesting to study the impression produced on men's minds by the revelations and incidents of the Arnim trial. Politicians generally, to whatever Party they belong, a little flattered by the opinion brought to light in the Despatches on the political *personnel* of France. Great satisfaction, however, is felt by influential men of all Parties at the anxiety shown by the Chancellor and his Ambassador in France for the maintenance of peace and at the declaration of one of the Secretaries of the German Embassy at Paris that he considered as the language of an enemy the supposition thrown out by Count Arnim that the Prince was seeking another war with France. This anxiety for peace seems to have made a strong impression on all who bring moderation and reflection to bear on international questions, and persons with whom I have often observed a persistency in attributing aggressive ideas to the Prince have spoken to me with emphasis on the reassuring result of the reading of these documents as regards peace between the two countries. M. Thiers' friends remark how patriotically he acted in accelerating the liberation of the territory; that liberation tending to dispel the Chancellor's ideas of interference in the internal affairs of France. I have observed an unexpected, yet logical impression as to Prince Bismarck's Despatch relative to Prince Orloff. On re-perusing this Despatch and weighing its terms, one would have expected, considering what the French character is, to find a prejudice raised against the Russian Ambassador rendering it difficult for him to retain the position he has taken in French society. To my great astonishment, however, I find in all the politicians I have seen the most cordial feeling towards him. On my expressing surprise at this to one of the few statesmen whom the Assembly contains, he said:—

Allow me to point out that the terms of this Despatch are admirably concise, and comprise in ten lines everything that could render Prince Orloff unpopular and embroil him with his French friends. Nobody will believe on reading it that it is improvised. It is written with premeditation. Prince Bismarck certainly drew it up as a document which some indiscretion might one day bring to light. That day seems to him to have arrived. Remark, however, that this publication happens in an uncalled-for manner. The Despatch has nothing to do with the Arnim trial; it does not throw light on the question raised by the case; it is isolated and without relation to the rest of the proceedings; it is gratuitously and purposely that Prince Bismarck renders this disservice to a man whom he calls his friend; it is without any reason that he denounces him to his French friends. If Prince Orloff were really such a friend to Germany and of Prince Bismarck as the Despatch seems to imply, Prince Bismarck would not be the man to tell France at this moment to distrust an Ambassador who is only her apparent friend and is really her enemy. We cannot expect such a kind warning, such disinterested devotion from Prince Bismarck. On reflection, one is led to believe that Prince Orloff is not like the portrait the Chancellor has sketched, and that he cherishes neither the animosity nor the sympathy imputed to him.

For the Chancellor to have the appearance of wishing to injure him in French opinion has thus enlisted sympathy for Prince Orloff even on the part of his adversaries of yesterday. Another impression produced by the Arnim case relates to the incident respecting Madame de Rothschild. It is said that she feels pained at the stir made about an incident, the form and bearing of which have, it seems, been distorted, and which, moreover, even it had happened in the manner represented, would have been more discourteous towards the President of the Republic at whose table the scene is laid, than towards the Ambassador who would have been the pretext for it.

THE YEARLING SALES IN 1874.

There has been an increase in the number of yearlings sold by public auction this year, and a considerable increase in the prices realized for them. In 1873, 489 yearlings were sold for a total of 88,658 guineas, or an average of 180 guineas each, whereas in the course of the year now drawing to a close 527 have been sold for 29,301 guineas, which gives an average of rather more then 188 guineas each. It is to be hoped that the future will show this increase in price to be warranted by the performances of the many high priced animals which help to swell the total, though experience proves that the price paid for yearlings is not often an index of their real value; and it is also worthy of remark that all the chief prizes of the past season were won by horses which had never left their breeder's hands. The most important sales of the season were held at the Cobham Middle Park studs and during the Newmarket July and the Doncaster race meetings. The Royal stand at Hampton Court no longer enjoys the reputation which it once possessed, and though Julius Cæsar, on the strength of his relationship to that good but somewhat unlucky horse Julius, fetched 1,600 guineas, the other lots could command but insignificant prices With the exception of this colt, purchased by Captain Machell, all the yearlings, nineteen in number, which found purchasers at 1,000 guineas and upwards, were sold at one of the four places mentioned above, the two highest prices being realized at the second Middle Park sale, where Mr. Gretton bid 2 000 guineas for a half-sister to Hermit; and at Doncaster Lord Rosebery paid the same price for a half-brother to another Derby winner. This was All Heart, a colt by King Tom out of Doncaster's dam; and one would fain hope that he may be a better bargain than another brother to Mr. Merry's horse, who was purchased for 1,800 guineas last September twelve month, but whose two-year-old performances have been very indifferent. For Pilchard, by Adventurer out of Caller Ou, Mr. John Osborne gave 1,600 guineas, while two colts—Algarsyfe by Cambuscan out of Cambello's dam, and the colt by Miner out of Stolen Moments—and two fillies, Sorceress and Sybil, fetched 1,500 guineas. Algarsyfe and Sorceress, the latter a daughter of Rosicrucian and Blue Gown's dam, were purchased by Mr. Gretton, who bought very largely at the yearling sales; and Lord Rosebery became the owner of Sybil, who is a full sister to Corisande. Mr. Chaplin was the buyer of the Stolen Moments colt, and to him also was adjudged a colt by Rosicrucian out of Kalipyge for 1,350 guineas. At Doncaster, Lord Roseberry laid out another 1,300 guineas upon Gunpowder, by D'Estournel out of Saccharometer's dam; and at Newmarket, Mr. Stirling Crawfurd bid up to 1,250 guineas for Glacis, a son of Adventurer and Stockade. At the Middle Park sale Mr. Chaplin gave 1,200 gineas for a colt by Blair Athol out of Circe, and the same price was paid at Newmarket by Lord Hartington for a colt by Rosicrucian out of Green Sleeve, and by Mr. Hayhoe for Chopinette who is own sister to the speedy Chopette. This latter filly, like Sybil, formed part of the yearlings belonging to the late Baron Rothschild, who never bred for sale; but in future the yearling produce of the Mentmore stud will be sent to the hammer at Newmarket each summer. Captain Machell gave 1,100 guineas for King Puffin, by Tom out of Hippodamia; Mr. Peck, acting on behalf of his employer, bought Rapid Garry, by Blair Athol out of Alcestis, for 1,050 guineas. The same sum was paid by Mr. Gretton at Doncaster for a brother to Telescope, by Speculum out of Remembrancer; and at a "level thousand" Captain Machell became the possessor of a full sister to Rosicrucian, by Beadsman out of Madame Eglantine. Thus it will be seen that the collective price paid for these nineteen yearlings was 25,300 guineas, which gives an average of 1 331 guineas apiece. Last year only sixteen yearlings attained the dignity of four figures and they did not average more than 1,259 guineas per head.

Blair Athol has been deposed from the place of honor which he held last season, for though he is still credited with a greater number of yearlings sold by auction and a higher total than any of his rivals, his average is not so good as those of Rosicrucian and King Tom. The former, though only four of his offspring were submitted to public competition, occupies the highest position, for these four yearlings fetched a total of 4,280 guineas or 1,070 guineas each. This is an unprecedentedly high average, and one which Rosicrucian will fail to maintain when more of his progeny appear in the sale list. King Tom stands second with an average of 734 guineas, to which All Heart, the sister to Corisande, and King Puffin contributes very materially, for his eight representatives only fetched 5,870 guineas, and Blair Athol's fourteen children were sold for 7,285 guineas. This gives them an average of 520½ guineas, and a clear advantage over Adventurer, whose thirteen yearlings, taking one with another, realized 464 guineas each. This latter horse, as the sire of Apology and Aventurière, will be in greater request than ever next season, and he has already earned for himself a reputation at the stud greater than he could acquire as a racehorse. The deceased Beadsman stands next with an average of 409 guineas, and Speculum is sixth in the list with a total of 2,725 guineas for his seven yearlings. North Lincoln owes his position to the recollection of Chopett's great speed as three out of his four representatives were sold for 325 guineas, and his average is brought up by the 1200 guineas paid for Chopette's sister. Miner and Parmesan the latter of whom has been well represented of late years by Favonius and Cremorne stand next with averages of 369½ and 361 guineas closely followed by Caterer who is credited with three yearlings sold for 360 guineas each. St. Albans thanks to the large price paid for Julius Cæsar occupies a good position, but "the sire of the future" is probably Hermit, whose progeny have shown such good form in the two-year old prizes of this season that his average will soon be far higher than it was this year, though 333 guineas is a respectable sum for so young a sire. Macaroni has not done so well as he did last year, but, in spite of the failure of Couronne de Fer to credit him with the Derby the fine stamina exhibited by Lily Agnes may enable him to regain his place another season. The Earl has not fulfilled the expectations of those who looked upon him as one of the most promising sires at the stud, and only one colt is credited to him in this year's list of sales. His half-brother, the Duke, has also declined in favour, for his average is 178 guineas, as against 281 guineas last year. Only four yearlings by Marsyas have been sold by auction, but the very meritorious performances of George Frederick and Louise Victoria may give him a fresh lease of popularity; and Scottish Chief with such a representative as Marie Stuart, ought to attain a better average than 122 guineas. Saunterer, who like Scottish Chief, carried Mr. Merry's colours when in training, is too old to have much chance of being the sire of a Derby winner; but Lord Lyon, if pedigree and good looks go for anything, ought to improve upon his present position, more especially as he has had every chance afforded him. Voltigeur and Rataplan have both died since the beginning of the year, and it is doubtful whether any yearlings of their parentage will be found in the sale-list of next season. General Peel has hitherto been a decided failure at the stud, and there are as yet no signs that Gladiateur will achieve the same great reputation which he made on the turf. Ten yearlings by this sire realized only 2,325 guineas, and his average is far below that of Breadalbane, immeasurably though the latter was his inferior as a race-horse. Between the 2000 guineas paid for All Heart and the Seclusion filly, and 11 guineas given for a filly by Cecrops out of Elsie there is a very great interval—greater perhaps than between the respective merits of the yearlings which thus stood at the top and at the bottom of the list.—*Pall Mall Gazette.*

CHRISTIAN COMMUNISM IN ENGLAND.

We have received the following particulars from a Hampshire correspondent relative to the Community of Shakers, whose expulsion from their home has been reported this week:—

At no great distance in Hampshire from the spot where Robert Owen made his celebrated experiment in Socialism and failed, the latest attempt of the kind in England seems in a fair way towards collapse. In January of 1873 less than twenty persons, coming from London—where they had been known as Girlingites by reason of their having adopted as their 'mother' a Suffolk servant girl, "who had received no learning save what she was taught by the Spirit of God"—purchased an estate of thirty-one acres on the borders of the New Forest. This was mainly accomplished by the means of a Miss Wood, a lady of wealth and position among them, who gave up everything—as all of them had done and continue to do—for the common good. Their object was to settle down here, and, separating themselves from the world, to accept a life of sacrifice and live in prayer and good works, buying whatever they might find necessary for their daily wants, but selling nothing of the produce of their estate, their intention being to raise only such as they might themselves consume. Among the number of believers soon attracted together at the new place were found various handicraftsmen, who turned their knowledge to account for the good of the community—everything required, whether as food or clothing, being as far as possible raised and made on the premises. The "brothers" appeared in the ordinary dress of men, but the "sisters" adopted a Bloomer style—plain bodice, short skirt and trousers—which doubtless, with the animated performances that marked their worship (dancing being introduced at intervals), contributed to invest them with some notoriety even in this sparsely populated district, and to lead to their being called "Shakers"—a term which they themselves repudiate. Within twelve months the family of fourteen was increased to sixty, many of the new comers being Suffolk people, some of them husbands and wives with their children. A husband and wife do not live together; and, said another of the community to the writer,—a man with a family before he joined—"my wife and chidren are no more to me than they are to another, or than another's to me; we treat all alike, and live as brothers and sisters." In short, they neither marry nor are given in marriage; the "mother" is supreme, governing by the law of love; all others are "brethren" and "sisters." Some of their doctrines already appear to have been carried too far in this very practical world, as the community is now increased to upwards of 140, of whom some are the wives and children of deceivers. These having joined the community either found among them an agreeable means of disposing of their "encumbrances," as the advertisements sometimes have it, or that the life of asceticism and self-denial thus led was not so agreeable as they had anticipated, and consequently they left, their children being consigned to the care and keeping of the brothers and sisters, who, it is but fair to say, have not forsaken them. But a comparatively small part of the farm was devoted to garden produce, but there is reason to believe that the remaining portion was steadfastly cultivated for wheat, hay, and other crops, especially swedes, turnips, and the like, on which the inmates to a considerable extent live, meat being almost unknown among them. The women and children generally present remarkably healthy appearance, but almost all the men look badly fed, and the feeling in the neighbourhood is that for some time they have been in great straits. It seems that with the outlay for implements, fixtures, &c. the farm cost them some £2,700 of which they borrowed £1,000 on mortgage at 5 per cent. In the spring of the present year, being half a year in arrear with this interest, a levy was made upon their produce and they alleged that to cover this £25 upwards £130 worth of goods was taken from them and no account has since been rendered. They therefore offered a passive resistance to any further payment, and a short time since were served with a notice of ejectment. As they took no notice of this, on Tuesday evening the sheriff's officers and assistants entered the farm and forcibly expelled the inmates, with their furniture and farm stock, turning the whole into the adjoining high-way. The rest of the story you have already told.—*Pall Mall Gazette.*

CHINESE JAPAN AND THE STRAITS SETTLEMENTS.

(*Overland China Mail*, December 24.)

JAPAN.

The Mikado is learning German and is said to be making satisfactory progress.—A severe winter is expected in Japan.—The authorities are carrying out a scheme of coast fortification, which, it is said, "will involve the removal of the English and French troops."—The Transit of Venus was most satisfactorily observed at the various points of observation.—The Takashima coal mines have not, as before stated, been purchased by foreigners.

CHINA.

The death of Mr. R. W. Howell, who died at Shanghai of the effects of a pistol shot on the 1st December, has been shown to have been purely accidental. The late Missionary difficulty at Hoochow has been adjusted.—Eleven survivors of the British barque Contest, foundered off Newchwang, have arrived at Swatow.—All the Japanese troops have quitted Formosa.—An audience was given by the Emperor to the Japanese and U. S. Ministers on the 29th ultimo.—The Transit of Venus was observed at Chefoo by a German Astronomical party.—The ship Horatio was destroyed by fire at Shanghai on the 16th December. The ships Conqueror and George Washington had previously suffered in the same way, all being destroyed within three weeks. The second section of the Foochow-Amoy telegraph line has been completed.

HONGKONG, CANTON AND MACAO.

FEARFUL SHIPPING CASUALTIES.

The P. M. s.s. Japan was totally destroyed by fire about 120 miles from Hongkong at 11-30 P.M. on the night of the 17th instant. So far as known at the time of going to press 410 Chinese and 4 Europeans have perished. Full particulars will be found on our second page. The s.s. Mongol, belonging to the N. Y. L. and China S. S. Co. was totally lost on the "Ninepins" on the 12th instant, in broad daylight. The Captain (Flamank) and his wife, the chief and fourth officers, the 2nd and 4th engineers, the boilermaker, carpenter, 2 stewards, 3 firemen, 2 sailors, and 2 Chinese were drowned. The French vessel H. and L. has returned to Macao, her crew being under arrest on suspicion of having murdered the Captain. Bishop Burdon was formally installed at St. John's Cathedral on the 13th inst. The British barque Jane capsized on Nov. 13th near Formosa; the crew were saved. The P. M. s. s. Alaska was safely floated off at Aberdeen on the 22nd inst. New arrests have been made *in re* the Spark piracy. Portions of the rock obstructing the sea approach to the Naval Yard have been removed by torpedoes.

LOSS OF THE S.S. MONGOL.

We have received full confirmation of the sad intelligence which reached us on Saturday afternoon, and which we published that evening. In fine weather, in broad daylight, within a few miles of Hongkong, when every person on board was in full security, and all were doubtless indulging in high hopes of a prosperous voyage, and full of confidence in the noble vessel which for some time was to be their comfortable home, that vessel, without a word of warning, was engulphed in the waves within a space of time which would be barely sufficient to allow a man to walk from her stem to her stern. The steamer seems to have been, with singular fatality, driven on a rock which may or may not be marked on the charts. It is to be hoped that immediate steps will be taken to ascertain the fact one way or other. The people of Hongkong are already pretty well informed upon the nature and extent of the catastrophe; but we give now the following authentic particulars for which we are chiefly indebted to Mr. Hodgkins, who was acting as purser on board. With reference to the conduct of that gentleman in a trying emergency, we are informed that he behaved with judgment and decision. When after jumping clear of the ship he managed to scramble into a boat, he found that a sailor was steering with an oar and having taken command was making off from the scene of the disaster with all despatch. Mr. Hodgkins possessed himself of the rudder, shipped it, and took command of the boat. It must be satisfactory to him to know that of the survivors several speak of him as being their preserver.

The Mongol is a new vessel of 2265 tons, and was built on the Clyde last year for the New York, London, and China steam ship Company. She arrived in Hong Kong last June, from the Australian Colonies, by the Torres Straits route, returned home and brought out some heavy artillery and ammunition purchased for the Chinese Government, which she discharged at Shanghai, returning to this port, whence on Saturday morning last she started for Yokohama.

At from ten to half past she steamed out of the harbour by the Ly-ee-moon pass, in charge of a Chinese pilot, who left her when she was clear of the pass, calling the attention of the officer on duty to the necessity of keeping the vessel clear of the Ninepins, and this instruction was duly conveyed to the captain. The vessel was steaming at full speed against a strong monsoon and a heavy sea. Some doubt existed, evidently, in the captain's mind as to the position of a certain hidden rock; for when off the Ninepins, after consulting his chart, he slightly altered the vessel's course with a view to avoid it, and while he was looking at the chart the vessel struck on a rock, which all the survivors seem at present unanimously to declare was not visible before. When the ship struck, she was backed astern, the pumps were sounded, and she was found to be filling with alarming rapidity. Naturally a scene of great confusion ensued. Two boats which were hanging from the davits were lowered. An attempt to lower another was also made but unsuccessfully, owing literally to want of time. The vessel went down head foremost, the water washing several people off the decks; and the compressed air, forced the decks upwards as the ship disappeared with a loud explosion. Among the drowned was Mrs. Flamank, the wife of the captain and the only lady on board. It appears that every effort possible was made to save her. We give the names of those who are reported lost, as follows:—

Captain J. and Mrs. Flamank; W. H. Gawthorpe, chief officer; W. F. Ring, 4th officer;—Campbell, second engineer; J. Smith 4th engineer; J. Gentle, boilermaker;—Smith, Carpenter;—Jewell, second steward; S. Bevis, mess steward;—Ludlow, Murdock, Lewis, firemen;—Frankenstone and Stone, sailors; two Chinese.

Among those saved are Mr. Hodgkins, purser; Mr. Rogers, surgeon; Messrs. Fry and Norris, second and third officers; Messrs. McFarlane and McCallam, chief and third engineers, and Messrs. Gibb and Kerr, chief steward and boatswain. There were fifty-two people in all on board. Mr. Hodgkins says that after the steamer had disappeared he got the three firemen in his boat to pull about in the hope of saving some of the drowning people. It was, however, difficult to pull because there were no rowlocks in the boat and there was a very heavy sea. The oars had to be tied with pieces of string which were constantly breaking and the wreckage about often threatened to stave the boat. Altogether they picked up fourteen and saw the Captain his wife, the chief officer and others floating about, but it was impossible to pick them up. The second officer was the last man rescued; he must have been in the water at least forty minutes. The third officer seemed half dead when picked up. The two boats then bore up for Hongkong and in the course of a quarter of an hour from leaving the wreck they hailed a China pilot boat and Mr. Hodgkins made an arrangement for it to tow his boat into Hongkong for dls. 50. Subsequently he engaged a second boat to take off the crew of the other ship's boat and all arrived at Hongkong at 4.15 when the accident was at once reported to Messrs A. Heard and Company, the agents for the vessel.

(*North China Herald*, December 10.)

At, 0 30 a.m. on Saturday December 5th, the watchman on board the British barque Conqueror, Capt. Davidson, discovered that the ship was on fire aft, and immediately called all hands, when it was found that the cargo, tea and grass hats, had become ignited in some unaccountable manner in the after part of the starboard between decks and sail room. Signals were made, and were quickly responded to by the Hartford, Modeste, Volta and the Lady Louisa. The bell of the Conqueror rung an alarm, which was repeated by the steamer Fire Queen, and the steam floating fire-engine from Kinlee-yuen was promptly despatched to the scene Two square holes of about 4 feet were cut, one on each side of the main deck aft, and another upon the starboard side of the poop, immediately over the seat of the fire, and a large volume of water was brought to bear. The after hatch was taken off, and the cargo, principally tea, broken out, some of the boxes being thrown overboard. The quantity, however, cannot yet be estimated. Everybody working with a will, the fire was got under by 2.30 a.m., although at one time it appeared doubtful if the ship could be saved. The ship was towed on Saturday afternoon to Hunt's Wharf, for the purpose of discharging the damaged cargo. Two thousand packages have been discharged, and we learn that the whole is to be taken out, in order that a correct estimate may be arrived at as to the amount of damage by the fire and the injection of water during the process of checking it. It is expected that the ship will be detained at least a fortnight, to have the necessary repairs executed.

Unabated efforts to raise the sunken barque George Washington (which was scuttled to save her from being burnt, and after being partly raised sank again in mid-river) are still being made under the superintendence of Mr. C. P. Blethen, with the assistance of the Tug and Lighter Company. Chains of greater strength than those previously used have been passed beneath her keel, but the task was one of considerable difficulty, although every mechanical appliance necessary is being employed in it. The barque has made dock for herself in the bed of the river, the mud on each side of her having silted up to a height of over eight feet The quickness with which these mud-banks have formed is very remarkable. Vigorous efforts are being made daily to float the vessel out of her muddy bed, by means of pontoons with no fewer than five tugs to haul her clear of the silt should she show signs of moving upwards. The attempts have been unsuccessful so far, but as the barque has yielded for about half a dozen yards to the strain brought to bear on her, it is still hoped that on the higher tides which are to follow she will be got over to shoaler water at Pootung.

(*Straits Times*, Dec. 31st, 1874.)

We learn by the China papers to hand by the mail that the U. S. corvettes Saco and Yantic, which went out to look for the wreck of the steamer Japan, saw nothing of the hull, but they learned in Tungao Bay that some people had landed there in a boat and left in a junk for Hongkong. The Saco overhauled the junk, and took from on board two Europeans,—Mr. Tyndal and Dr. Gates,—and 10 Chinese who had been saved from the wreck.

The Pacific mail steamer Alaska was safely floated off at Aberdeen (Hongkong) on the 22nd instant.

The American ship Horatio, Captain Hardy, caught fire on the 16th December at Shanghai, at about half-past 1 o'clock in the afternoon. The vessel had brought to Shanghai a large quantity of kerosine oil, some of which combustible material was on deck at the time the fire was discovered, and igniting, the flames swept along the deck with such rapidity that the Captain and his wife, who were at dinner, had just time to escape into a sampan alongside. An attempt to re-enter the cabin to save clothing and valuables was unsuccessful. The vessel was towed ashore and scuttled, but in so shallow water as not to avail much towards saving any part of the hull. This is the third ship that had caught fire in the port of Shanghai within three weeks, the other two being the Conqueror and the George Washington.

The Albert Victor arrived at Swatow on the 6th instant from the North of China, bringing to that port 10 men and a woman, whom she had found at sea, 80 miles S E of Shantung promontory, floating in a large water-tank. They were survivors of the Siamese barque Contest, from Newchwang—which had foundered near the Promontory—and had been six days in the tank without water, and their only food during that time was a fowl and a salt-fish. They state that they had made up their minds to kill and devour the young Siamese woman. The Captain Kramer had, they say, taken refuge in the tank, but left it on seeing the approach of the Chinamen, and was not seen after. The crew left the ship in the boats half an hour before she sank.

(*North China Daily News, December 17th*, 1874.)

Yesterday, 18th, Captain Thomson, of H. M. S. Modeste, took leave of his officers and crew, on departing for Hongkong, per P. & O. steamer Bangalore, to take command of H. M. surveying and discovery ship Challenger, his acceptance of the offer of which appointment we notified at the time. In the course of the day, the crew were all mustered aft, when Captain Thomson announced the termination of his command of the Modeste, and expressed the regret he felt at severing a connection which had been to him one of uninterrupted satisfaction. In the evening, the ship was illuminated with blue lights and amidst the loud cheering of the crew and the music of the band, Captain Thomson, escorted by the whole of the officers off duty, proceeded to the Bangalore. The cheering was renewed again, and was supplemented by that of the crew of the British merchantman Northampton, which also exhibited a blue light and sent up rockets. The Modeste, under Captain Thomson's command, has been what is significantly termed amongst British bluejackets, a happy ship, and general regret is felt at losing so popular a commander, while at the same time the men feel a degree of pride that he should have been selected for so important a command as the Challenger.

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N.B.—The Trade supplied at moderate rates.

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SQUARE PALANQUIN TIME-PIECES, 5¼ by 3 1/4 inch.
PATENT LEVER ESCAPEMENT, with Alarm, Rs. 80.
This Clock can be highly recommended for its shape and correctness in going.
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BOTH WATCHES ARE GUARANTEED FOR ONE YEAR.

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for the waistcoat pocket, shoots hard and straight
COLT'S DERINGER REVOLVER,
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Watches and Jewellery sent free by Post all over India.
Palanquin, Travelling, and Office Clocks, with 8 day key level escapement, warranted.
Repairs carefully executed with expedition and Guarantee.
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TO PREVENT WHITE ANTS
IN WOODEN SHIPS, RAILWAY SLEEPERS, BEAMS AND HOUSE TIMBERS.
FOR SHINGLE ROOFS, SHIPS' BOTTOMS, DAMP OR WET WALLS AND GENERAL IRON AND WOOD WORK.
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THE FOLLOWING
IS AN
EXTRACT FROM A LETTER,
Dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—
"I must also beg to say that your Pills are an excellent medicine for me, and I certainly do enjoy good health, sound sleep and a good appetite; this is owing to taking your Pills. I am 78 years old.
"Remaining Gentlemen, yours very respectfully,
To the Proprietors of L. S."
NORTON'S CAMOMILE PILLS, London.

KEATING'S COUGH LOZENGES.
The best and safest remedy for
COUGHS,
ASTHMA,
COLDS,
HOARSENESS,
CONSUMPTION (Incipient),
ACCUMULATION OF PHLEGM.
These Lozenges contain no opium nor any deleterious drug, therefore the most delicate can take them with perfect confidence. No remedy is so speedy and certain in its beneficial effects.
Sold in Bottles of various sizes.
KEATING'S BON BONS OR WORM TABLETS,
A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles of various sizes by all Chemists and Druggists.
THOMAS KEATING,
London, Export Chemist and Druggist.
Agents for Bombay:—TREACHER & Co.

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WILKINSON'S ESSENCE OR FLUID EXTRACT OF RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury; exclusively used in India and the Colonies as a Prevention to Tropical Diseases.
"Superior preparation that may always be relied upon."—Sir Astley Cooper.
"We are in every respect satisfied with it."—Lancet.
"We recommend your Sarsaparilla as the best."—Medical Review.
Sold in ½, ¼, and Pint Bottles.
CAUTION.—Many spurious, worthless, and injurious preparations are offered to the Public; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).
AROMATIC TINCTURE OF QUINOIDINE.
For the prevention of Fever, Ague, and effects of Malaria.
An unfailing remedy.
It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.
Sold in Half and Quarter-pint Bottles.
Prepared only by Thos. Wilkinson, 270, Regent Street, London.
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Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla and Fort, Poona.
And of all the principal Firms in India and the Colonies.

F R A U D.
On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the
LABELS
Of Messrs. CROSSE AND BLACKWELL,
London, and was sentenced by Mr. Justice Phear to
TWO YEARS' RIGOROUS IMPRISONMENT,
And on the 30th of the same month, for
SELLING SPURIOUS ARTICLES
Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to
TWO YEARS' RIGOROUS IMPRISONMENT.
CAUTION.—Any one selling *spurious Oilmen's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had FROM EVERY RESPECTABLE DEALER in India

ADVERTISING AT RAILWAY STATIONS.
THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.
The announcements may be in English or in any of the Native languages.
The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.
Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.
There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.
And as nearl ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.
Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.
Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

THE INDIAN TRAVELLERS' GUIDE
FOR JANUARY, 1875.
PRICE—EIGHT ANNAS.
With a New Coloured Map.
CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.
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